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REPORT

OF

The Philadelphia Maritime Exchange.

1887.



TWELFTH
ANNUAL REPORT

of the

BOARD OF DIRECTORS

of

The Philadelphia Maritime Exchange.

PRESENTED TO THE EXCHANGE

April 28th, 1887.

PHILADELPHIA:
DANDO PRINTING AND PUBLISHING COMPANY,
34 South Third Street.

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OFFICERS AND COMMITTEES

OF

The Philadelphia Maritime Exchange.

1887.

President.

WILLIAM BROCKIE.

Vice-President.

PHILIP FITZPATRICK.

Treasurer.

LARS WESTERGAARD.

Secretary.

EDWARD R. SHARWOOD.

Directors.

DAVID S. STETSON,
JOHN H. CATHERWOOD,
EDWARD W. BARKER,
CHARLES GIBBONS, JR.,
ISAAC HOUGH,

F. A. CHURCHMAN,
NICHOLAS LENNIG,
JOHN F. CRAIG,
S. B. MACDONNELL,
FRANK L. NEALL,
JOSEPH E. MORSE,

SAMUEL T. KERR,
JOHN H. WEEKS,
THOMAS WINSMORE,
N. MCK. WILSON,
E. A. HANCOCK.

COMMITTEES OF THE BOARD OF DIRECTORS.

Finance.

ISAAC HOUGH,
JOHN H. CATHERWOOD,
JOHN F. CRAIG.

Room.

JOSEPH E. MORSE,
NICHOLAS LENNIG,
SAMUEL T. KERR.

Membership.

JOHN H. CATHERWOOD,
D. S. STETSON,
N. MCK. WILSON.

Commerce, Telegraph and Station.

FRANK L. NEALL,
CHAS. GIBBONS, JR.,
NICHOLAS LENNIG,
JOSEPH E. MORSE,
THOMAS WINSMORE.

Pilotage and Navigation.

PHILIP FITZPATRICK,
FRANK L. NEALL,
DAVID S. STETSON,
F. A. CHURCHMAN,
THOMAS WINSMORE.

Transportation.

ISAAC HOUGH,
EDWARD W. BARKER,
FRANK L. NEALL,
JOHN H. WEEKS,
E. A. HANCOCK.

Meteorological and Aids to Navigation.

CHAS. GIBBONS, JR.,
JOHN H. WEEKS,
N. MCK. WILSON.

Commercial Reports.

EDWARD W. BARKER,
S. B. MACDONNELL,
E. A. HANCOCK.

Executive.

WILLIAM BROCKIE,
PHILIP FITZPATRICK,
ISAAC HOUGH,

CHAS. GIBBONS, JR.,
JOHN H. CATHERWOOD,
FRANK L. NEALL,
JOSEPH E. MORSE,
EDWARD W. BARKER.

Solicitor of "Protective Fund."

CHAS. GIBBONS, JR.

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Q. JONES AND COMMITTEE

The Philadelphia Morning

1864

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JAMES W. BROWN

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ANNUAL REPORT

OF THE

BOARD OF DIRECTORS.

In compliance with the By-Laws, the Board of Directors of THE PHILADELPHIA MARITIME EXCHANGE submits the following Report for the past year, the twelfth of its existence :

The rooms of the Exchange have been greatly improved during the year, and further alterations and additions are now being made, which will materially enhance the comfort of members, and facilitate the finding of information collected for display and record.

The membership of the Exchange was 260 on the 31st of March, 1887, against 253 at the same time last year.

To fill vacancies in the Board caused by the resignations of Messrs. Frothingham, Bartol and Platt, Messrs. John H. Weeks, Thomas Winsmore, and N. McK. Wilson were elected.

Mr. Lars Westergaard has succeeded Mr. Bartol as Treasurer.

By action of the Board, the date of the Annual Meeting was changed from the last Thursday of March to the last Thursday of April ; which will be found more convenient in many respects.

The Reporting stations at the Delaware Breakwater, Lewes, Delaware City, Newcastle, and Quarantine have been maintained, and a new station opened at Thurlow, two miles below Chester, which latter station has proved of much benefit to the Exchange. On May 8, 1886, the Observatory at Henlopen Station was totally destroyed by fire ; but negotiations are now pending looking to its rebuilding by the Insurance Company of North America, in which company the edifice was insured. The Boat service of the Delaware Breakwater has proved efficient, and the delivery service of letters and telegrams from Lewes to vessels in the Roadstead, has also been largely availed of. The Exchange will maintain both these Services with the fullest efficiency ; and all communications for arriving vessels should be addressed

in care of "The Philadelphia Maritime Exchange" at Lewes or Delaware Breakwater. At the expense of the Exchange a new cable was laid between the mainland and the Delaware Breakwater; but, unfortunately, during the winter, the cable was again carried away by vessels dragging their anchors in the ice season. This cable has since been recovered and relaid, and is in good working order.

The By-Laws have been amended by the addition of a new standing committee of five, called the "Transportation" Committee; and the change of the name of the "Telegraph and Station" Committee to the "Commerce Telegraph and Station" Committee.

It is gratifying to the Board to report that the relations of the Exchange with the Pennsylvania Pilots have been, and continue satisfactory.

The decision of Judge Wales in the United States District Court, at Wilmington, regarding the right of masters to select their pilot, has been appealed to the Circuit Court, but the case has not yet been heard.

The order requiring vessels arriving at the Breakwater "for orders," to make entry at the Customs office at Wilmington, Delaware, has been rescinded.

At the last Annual Meeting some distressing circumstances connected with the loss of a Life Saving Service Crew at Barnegat, N. J., were brought to the attention of the Exchange, and a subscription list was started, which resulted in the collection of \$1,228.80, which has been distributed by this Exchange among the deserving families of the sufferers. One member of the Life Saving Crew, William C. Inman, Jr., who survived the wreck of their boat, and at the time received very serious permanent injuries, was permitted to participate in the fund when it was distributed. This man is much in need of additional assistance, and his heroic conduct and general character are such as to make him worthy of further consideration at the hands of the members of the Exchange.

The attention of Members of the Exchange is drawn to the Maritime Rules recently adopted by the Board, in which the relations between vessels, charterers, and / or consignees, are more clearly defined, and the observance of which it is believed will tend to facilitate business and lessen occasions for litigation.

Owing to delay in the completion of the Baltimore and Ohio Railroad, the expectation of a largely increased business at this Port has not as yet been realized; but it is satisfactory to note that the volume of trade has not decreased, and the Board looks forward to the future with hopeful anticipation.

The substitution of steam vessels in the carrying trade of the world, and especially the recent introduction of this change into the Petroleum trade, has seriously affected some branches of our shipping interests; but

the increased facilities and relative cheapness of our Port should continue to secure for it a full share of business.

The Board has been represented with other organizations in a committee, having for its object the urging upon the U. S. Government the desirability of the removal of Smith's and Windmill Islands, which it is considered would greatly benefit the harbor.

The Branch Hydrographic Office United States Navy, now under the charge of Lieut. W. P. Conway, still occupies a portion of the floor of the Exchange; and a branch of the United States Signal Service, under Sergt. L. M. Dey, is also located in our rooms. These services are of much practical benefit to shipping, and masters of vessels are invited to make the fullest use of the advantages thus afforded. Congress has been memorialized to grant more liberal appropriations for the support of the branch Hydrographic offices which have proved so useful to the shipping interests.

The Board is gratified to append to this report letters from Supt. Thorne and Capt. S. C. McCorkle, of the United States Coast and Geodetic Survey, expressing their high appreciation of the assistance rendered the Department in its work on the Delaware Bay and River.

Capt. George B. White, United States Navy, has just been relieved from duty as Inspector of the Fourth Lighthouse District, after a long and faithful service.

In 1874, the Delaware Bay and River was universally considered a very poorly lighted thoroughfare, and efforts were made in that year to induce the Government to take the matter up with a view to giving the Commerce of Philadelphia better facilities for marking the approach to the Capes of the Delaware, and the Channel up the Bay and River.

Lightships were later on stationed on Winter Quarter Shoals, and on the Northeast end of Five Fathom Bank, and Lighthouses have been built on Ludlam's Beach, N. J., on the Eastern end of the Delaware Breakwater, and on Fourteen Foot Bank, the latter in place of the Lightship, which was each winter compelled to leave its station and seek shelter behind the Delaware Breakwater on account of the ice in the Bay.

An additional aid to navigation has been introduced by the Lighthouse Board, through the recommendation of Capt. White, which has afforded great assistance to pilots and masters of vessels, namely, the Red Sectors placed in the principal Lighthouses to cover the shoals on either side of the main ship channel, the established rule being to keep the light for which the vessel is being steered "White," noting that a change to "Red" indicates danger.

The Exchange desires to place on record its high appreciation of the valuable services rendered by Capt. George B. White to the Commerce of the Port of Philadelphia during his incumbency of the office of Inspector of the Fourth Lighthouse District.

The Board has to acknowledge the presentation by the Insurance Company of the State of Pennsylvania of sixteen bound volumes of the New York Maritime Register, from 1878 to 1885, inclusive, making a valuable addition to our library.

The Report of the Solicitor of the Ship Masters' Protective Fund, annexed, shows thirty-five subscriptions during the past year.

The Treasurer's statement is also handed herewith, showing a balance at the close of the fiscal year of \$160.76.

The usual statistics, etc., are appended.

By order of the Board.

WM. BROCKIE,

President.

Philadelphia, April 28, 1887.

Report of the Solicitor of the Ship Masters' Protective Fund of the Philadelphia Maritime Exchange.

To the President and Directors of The Philadelphia Maritime Exchange.

GENTLEMEN: I desire to present my report, as Solicitor of the Protective Fund of your Exchange, for the year ending March 31st, 1877.

I have been consulted upon various questions during the past year by thirty-five (35) Ship Masters, members of the Protective Fund of your Exchange. Much litigation has been avoided by the promptness displayed by the members of the Fund in consulting with its Solicitor immediately upon the appearance of difficulty. Many disputes can be amicably adjusted if taken in time. I refer to such disputes as are contemplated in the constitution of this Department of the Exchange.

With the exception of the case of the "Venus" there are but three suits now pending. Two are for demurrage, and one of these was commenced in 1885. It derives its importance solely from the amount involved, it being about \$1,000. The delay in adjustment has been caused by the bitterness of the fight. The remaining demurrage suit is of small importance, and very likely will be settled.

The Ship and the Merchant are becoming so well acquainted that litigation is nothing like so extensive as it was up to say three years ago. I cannot attribute this to the universal complaint of the "decline of commerce" entirely. Previous to the year 1880 the Maritime Lawyer had no medium through which he could advise himself as to the rulings of the Federal Courts throughout the States, as the decisions would be pigeon-holed in the Clerks' offices of these various Courts. There were a few reports, but these were confined to but three or four districts. In 1880, the *Federal Reporter* made its appearance. This periodical now reports every Maritime decision, no matter where delivered, so that the Bar is now kept advised weekly of the rulings of all the Courts, and the lawyer is thereby enabled to find authority in support of his own views, if correct. I think this is the real cause of the decrease in the number of suits. The law is uniform to a great measure, comparatively, and the proctor is thereby enabled to advise the client understandingly.

If the merchant in chartering a ship would avoid such terms as "dispatch," "quick dispatch," "as fast as can be delivered from the ship," "according to the custom of the port," etc., and in the place of such uncertain language specify what they really desire, disputes would still be fewer.

There should be no trouble in inserting exactly that which is meant. These indefinite words virtually impose upon the vessel and consignee of cargo the task of interpretation, and unless they are able to agree, in the absence of arbitration, the expense and delay of a lawsuit is inevitable.

The case of the ship "Sultan," and its necessarily heavy costs, arose from the looseness in the Wharf and Destination Clause as to what constituted the limits of the Port of Philadelphia, and to determine whether Chester was in the Port of Philadelphia, or in some other port; the merchant was obliged to pay out about \$1,200. Since then, in oil barrel Bills of Lading, we generally see points of probable discharge definitely set forth.

Charter Parties and Bills of Lading depending upon the custom of a place, are documents of the most unsatisfactory character. The word "custom," when it is taken up by counsel, invariably is the foundation of great expense. In establishing or denying a custom, if there is any difference of opinion in the minds of the merchant, the incident expenses will run away with more money in depositions than the ordinary case involves; and if the word could be eliminated from Charter Parties and Bills of Lading, and definite language adopted in its place, it would be a great advantage to both the Sea Captain and the Consignee of his cargo.

I desire to express my thanks to Mr. John F. Lewis for the assistance he has many times rendered the Protective Fund members when my duties have called me from the city; and to state, for the information of your Exchange, that he will be most happy to act in all cases which may arise during my absence or occupancy in Court engagements.

Very respectfully,

(Signed)

CHARLES GIBBONS, JR.,

Solicitor of the Ship Masters' Protective Fund of the Philadelphia Maritime Exchange.

Philadelphia, April 28, 1887.

U. S. COAST AND GEODETIC SURVEY (SUB OFFICE).

PHILADELPHIA, PA., *March 12, 1887.*MR. E. R. SHARWOOD, *Secretary The Philadelphia Maritime Exchange.*

DEAR SIR: I hereby return thanks, as one of the representatives of the United States Coast and Geodetic Survey, to The Philadelphia Maritime Exchange for uniform courtesies, and especially for their interest in the work in which I am engaged—referring to the improvement of the winter Navigation of the Delaware River. I presume that it is the wish of every citizen of Philadelphia, and especially of its Maritime Associations, that our own, as well as foreign countries, should be informed that the ice problem has been solved by steam-power; and by giving the average temperature of each month of the winter season, to show that we are not in the Frigid Zone, and by other statistics to show that Philadelphia is one of the cities that can be reached every day in the year through a magnificently lighted highway from the sea, meaning the Delaware River.

By the kind permission of the Exchange I was able to avail myself of the services of one of its observers at Delaware Breakwater, and I would especially commend his services as showing evidence of zeal and appreciation of the duty he was called upon to perform.

May I ask that you will furnish me, as an item for my report, a list of the arrivals and departures of vessels during the months of December, 1886, and January, 1887? By so doing you will add to the favors already received and appreciated.

Yours very truly,

(Signed)

SPENCER C. McCORKLE,

Assistant, Coast and Geodetic Survey.

U. S. COAST AND GEODETIC SURVEY OFFICE,

WASHINGTON, *April 2, 1887.**The Philadelphia Maritime Exchange, Philadelphia, Pa.*

GENTLEMEN: Please accept the thanks of this office for your valuable co-operation in the work of observing the movements of ice in the Delaware River and Bay, carried on under the direction of the United States Coast and Geodetic Survey during the past winter by Assistant Spencer C. McCorkle.

Yours respectfully,

(Signed)

F. M. THORN,

Superintendent.

Lars Westergaard, Treasurer, in account with the Philadelphia Maritime Exchange.

<i>Dr.</i>		<i>Cr.</i>			
1886.		1887.			
April 1.	To balance	Mar. 31.	By Expenses Philadelphia Office .	\$7,000 95	
1887.			"	Delaware Breakwater	
Mar. 31.	To Receipts from Annual Dues, Subscriptions, etc., for year ending March 31, 1887 . . .		"	and Lewes Stations	2,711 55
	To Amount due from Sundries .		"	New Castle Station .	1,178 59
	To Receipts from "Protective Fund"		"	Chester and Quarantine Stations . .	293 12
			"	New York and Baltimore	
			"	more	2,135 71
			"	"Protective Fund," .	163 00
			"	Balance,	160 76
					<u>\$13,643 68</u>

	<u>\$13,643 68</u>
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1887. LARS WESTERGAARD, *Treasurer.*

We, the undersigned, certify that we have examined the books of the Exchange, and find the above statement correct.

ISAAC HOUGH, } *Finance*
JNO. H. CATHERWOOD, } *Committee.*

Philadelphia, April 1, 1887.

CHARTER

OF

The Philadelphia Maritime Exchange.

BE IT REMEMBERED, that the subscribers, with their associates, having associated themselves together for the purpose of forming a Maritime Exchange, and being desirous of becoming incorporated agreeably to the provisions of the Act of General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of certain Corporations," approved the 29th day of April, A. D. 1874, and its supplements, do hereby declare, set forth and certify the following to be the objects, articles and conditions of their said association, for and upon which they desire to be incorporated :

1. The name of the Corporation shall be "THE PHILADELPHIA MARITIME EXCHANGE."

2. The objects of the Corporation shall be to provide and regulate a suitable room or rooms for a Maritime Exchange ; to acquire, preserve and disseminate all maritime and other business information ; and to do such other and lawful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia.

3. This charter shall be perpetual.

4. The number of Directors shall be nineteen, and those chosen to act for the first year are : William Brockie, *President* ; Philip Fitzpatrick, *Vice-President* ; John F. Craig, *Treasurer* ; Lars Westergaard, Frank L. Neall, Edward K. Stevenson, Walter F. Hagar, John M. Smiley, Samuel Castner, Fred. W. Taylor, John H. Catherwood, Jose de Bessa Guimaraes, Edward W. Barker, Thomas M. Beels, Charles Gibbons, Jr., Theo. Frothingham, Isaac Hough, William A. Platt, all of the City of Philadelphia, and David S. Stetson, of Merchantville, in the State of New Jersey.

5. The Corporation has no capital stock.

6. The Corporation may fix by by-laws the requisites of membership and the time and manner of election thereto, and the amount and time of payment of the fees and dues thereof, and it may increase and diminish the same at pleasure; and all persons who may be elected to membership, in the manner provided by the said by-laws, may become members upon payment to the Treasurer of the fees and dues as prescribed by the said by-laws.

7. The Corporation may and shall have power to make such by-laws, not in conflict with the laws of this Commonwealth or the laws of the United States, as it may deem suitable for its government, and the same to alter, amend, add to, and repeal at its pleasure; and to adopt a common seal, and to alter the same, and in its corporate name to have perpetual succession; to sue and be sued; plead and be impleaded; defend and be defended; and to purchase, lease and acquire such real estate and other property as may be necessary for the purpose of carrying into effect the objects for which they are incorporated, and to enjoy and possess all the privileges and rights conferred upon them by the said Act of Assembly and its several supplements.

In Testimony Whereof, We have hereunto set our hands and affixed our seals, this thirty-first day of March, A. D. 1882.

(Signed)	WM. BROCKIE,	(Signed)	ISAAC HOUGH,
"	THEODORE FROTHINGHAM,	"	JOHN M. SMILEY,
"	JOSE DE BESSA GUIMARAES,	"	EDWARD K. STEVENSON,
"	LARS WESTERGAARD,	"	FRED. W. TAYLOR,
"	EDMUND D. SMITH,	"	D. S. STETSON,
"	E. W. BARKER,	"	PHILIP FITZPATRICK,
"	SAML. CASTNER,	"	CHARLES GIBBONS, JR.,
"	FRANK L. NEALL,	"	WALTER F. HAGAR.

STATE OF PENNSYLVANIA,
CITY AND COUNTY OF PHILADELPHIA.

Before me, the subscriber, Recorder of Deeds for the County of Philadelphia, personally appeared William Brockie, Walter F. Hagar, and Charles Gibbons, Jr., three of the subscribers to the above and foregoing certificate of incorporation of The Philadelphia Maritime Exchange, and in due form of law acknowledged the same to be their act and deed.

Witness my hand and official seal, this thirty-first day of March, A. D. 1882.

(Signed) JOS. K. FLETCHER,
Deputy Recorder of Deeds.

IN THE COURT OF COMMON PLEAS NO. 3, FOR THE COUNTY OF PHILADELPHIA.

Of December Term, 1881. No. 391.

Notice is hereby given that an application will be made in the Court of Common Pleas No. 3, for the City and County of Philadelphia (as of December term, 1881, No. 391) on Saturday, March 25th, A. D. 1882, under the Act of Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of Certain Corporations," approved April 29, 1874, and the supplements thereto, for the charter of an intended corporation to be called "The Philadelphia Maritime Exchange," the character and object of which shall be to provide and regulate a suitable room or rooms for a Maritime Exchange, to acquire, preserve, and disseminate all maritime and other business information, and to do such other and needful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia; and for these purposes to have, possess and enjoy all the rights, benefits, and privileges conferred by said Act of Assembly and its supplements.

(Signed) CHARLES GIBBONS, JR.,
Solicitor.

Walter F. Hagar, being duly sworn according to law, says that the above advertisement has been published for three weeks in the *Press* and *North American*, two newspapers of general circulation printed in the county of Philadelphia, and has also been published for three weeks in the *Legal Intelligencer*; and further, that three of the subscribers to the said charter herewith presented, namely, Philip Fitzpatrick, Edmund D. Smith, and Theodore Frothingham are citizens of the Commonwealth of Pennsylvania.

(Signed) WALTER F. HAGAR.

Sworn and subscribed to before me, this thirty-first day of March, A. D. 1882.

(Signed) JOS. K. FLETCHER,
Deputy Recorder of Deeds.

DECREE.

IN THE COURT OF COMMON PLEAS NO. 3, FOR THE COUNTY OF PHILADELPHIA.

Of December Term, 1881. No. 391.

And now, this thirty-first day of March, 1882, the within charter and certificate of incorporation having been presented to me, a Law Judge of said county, accompanied by due proof of publication of the notice of this application as required by the Act of Assembly and Rule of this Court in such case made and provided, I certify that I have examined and perused the said writing and have found the same to be in proper form and within the purposes named in the first class, specified in section second of a supplement (passed the seventeenth day of April, 1876,) to the Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of Certain Corporations," approved April 29, 1874, and the same appearing to be lawful and not injurious to the community, I do hereby, on motion of Charles Gibbons, Jr., Esq., on behalf of the petitioners, order and direct that the said charter of The Philadelphia Maritime Exchange aforesaid, be and the same is hereby approved; and that upon recording of the same, and of this order, the subscribers thereto and their associates shall be a Corporation by the name of The Philadelphia Maritime Exchange, for the purposes and upon the terms therein stated.

(Signed) THOS. K. FINLETTER.

(Signed) CHARLES GIBBONS, JR.,
Solicitor.

ENDORSEMENT.

Recorded in the office for the Recording of Deeds in and for the City and County of Philadelphia, in Charter-book No. 6, page 398,001.

Witness my hand and seal of office, this thirty-first day of March, A. D. 1882.



(Signed) JOHN O'DONNELL,
Recorder of Deeds.

BY-LAWS
OF
The Philadelphia Maritime Exchange.

Article I.

Section 1. The management of the Exchange shall be vested in a Board of nineteen Directors, in which number shall be included the President, Vice-President and Treasurer. These officers shall be elected annually as herein provided for.

Section 2. There shall be an annual meeting of the Exchange held in the rooms of the Exchange at 12 o'clock M., on the last Thursday in April; but when such day shall fall on a holiday, the meeting shall be held on the preceding business day.

Section 3. On the same day the Exchange shall enter into an election for officers to serve for the ensuing year. All elections for officers shall be by ballot. Every member not under suspension shall be entitled to vote in person, but not by proxy. In all elections the candidate who receives the plurality of votes cast by the members voting shall be declared elected, and shall enter upon the duties of his office.

The polls shall be open for this purpose at 10 o'clock A. M. and remain open until 12 M., at which hour the voting shall cease, and the judge and tellers shall thereupon count the votes as cast, and notify the Secretary of the result, and he shall immediately post the same on the bulletin board of the Exchange.

At the annual meeting the order of business shall be as follows :

1. Selection of Chairman.
2. Report of the Board of Directors.
3. Report of the Treasurer.
4. Deferred and new business.
5. Report of judge and tellers of election.

Section 4. The President, upon the written request of fifteen members, shall call special meetings of the Exchange. This request shall state explicitly the object of such meeting, and no other business shall be transacted. Notice of all special meetings, including the objects for which such

meetings are called, shall be conspicuously posted on the bulletin board of the Exchange at least forty-eight hours prior to the convening of any such meeting.

Section 5. At all special and stated meetings twenty members shall constitute a quorum for the transaction of business.

Section 6. At the request of ten members, the yeas and nays of those present and voting shall be recorded.

Section 7. Cushing's Manual shall be the authority on all questions of parliamentary usage arising at the meetings of the Exchange, or of its Committees.

Article II.

Section 1. It shall be the duty of the President to preside at all meetings of the Board of Directors and all special meetings of the Exchange.

Section 2. He shall appoint all standing committees, and be *ex-officio* a member of all standing and special committees.

Section 3. He shall take charge of all bonds or securities given by officers or employees of the Exchange, and do all other acts properly belonging to the executive officer of a corporation.

Article III.

In case of the death or absence of the President, or of his inability from any cause to act, the Vice-President shall perform the duties of the President; and in case of the absence of both President and Vice-President, then the Board of Directors shall appoint one of their number to perform the duties of President for the time being.

Article IV.

The Secretary shall keep a record of the proceedings of the Board of Directors, and all meetings of the Exchange; and shall, under the direction of the Board of Directors, take charge of the detail work of the Board, and of the various standing and special committees thereof, keeping and preserving in an ordinary and systematic manner all books and documents, so that they shall at all times be accessible and convenient for reference. He shall have the custody of the corporate seal of the Exchange, which he shall affix to all documents directed to be executed by the Board. He shall collect and pay over to the Treasurer all moneys due the Exchange for assessments, fines, fees or otherwise. He shall have charge of the Exchange Rooms, and shall cause them to be supplied with the necessary stationery,

and to be properly heated, cleaned, ventilated and kept in order and repair. He shall have charge of the bulletins of the Exchange, and shall cause all information, statistics and notices pertaining to the business of the Exchange to be posted thereon in a correct, neat and orderly manner. He shall, with the advice and consent of the Board of Directors, appoint such assistants as he may deem requisite and necessary to aid him in the performance of his duties, and with a view to the greatest economy consistent with efficient service, shall organize them in separate departments, for the proper workings of each, and for all of which he shall be held responsible. He shall report fully to the Board of Directors at each regular meeting thereof, and shall perform such other duties incident to his office as may from time to time be required of him by the Board.

Article V.

The Treasurer shall give bonds for the faithful performance of his duties, with approved securities for such amount as the Board may, from time to time, determine, or as may be prescribed by law. He shall receive all sums due to the Exchange, and under the direction of the Board of Directors, shall invest, deposit and disburse the same. He shall not pay out any of the funds of the Exchange unless authorized by the Board. All disbursements shall be made by checks signed by him and countersigned by the President. He shall keep regular books of account, and carefully preserve all vouchers for the payment of money, and all bonds and securities representing investments belonging to the Exchange. He shall render a monthly account at each regular meeting of the Board of Directors, and an annual report to the Exchange at the annual meeting thereof. Said annual report shall be audited and approved by a special committee before presentation.

The funds, books, vouchers and securities in his hands shall, at all times, be under the supervision of the Board of Directors, and subject to its inspection and control; and at the expiration of his term of office, he shall transfer all funds, books and other property of the Exchange in his possession to his successor.

Article VI.

Section 1. The Board of Directors shall hold regular meetings on the third Monday of each month; but when such day shall fall on a holiday, the meeting shall be held on the first business day thereafter.

Section 2. Special meetings shall be called by order of the President, or at the written request of three directors, twenty-four hours' notice being

given, and the object of the meeting being stated in the call, and no other business shall be transacted.

Section 3. Ten members shall constitute a quorum for the transaction of business.

Section 4. The Board shall have the general management, care and supervision of all the property, concerns and interests of the Exchange, and shall consider and report at the annual meeting upon all subjects that may require the action of the Exchange, and shall also consider and report upon all matters which the Exchange may specially refer to it; but it shall be subject to the direction of the Exchange contained in any resolution adopted at a regular or special meeting thereof.

Section 5. It shall appoint a Secretary, who shall hold office at the pleasure of the Board. It shall likewise appropriate by resolution and authorize the Treasurer to pay upon the order of the Secretary, countersigned by the Chairman of the Finance Committee, such sum or sums of money as it shall think necessary. But no appropriation or donation for any purpose, except for the carrying into effect the object of the Exchange, shall be made unless upon a two-thirds vote of the entire Board.

It shall also appoint, from time to time, such special committees as it may deem necessary for the purposes of the Exchange.

Section 6. If any member of the Board of Directors shall absent himself from two consecutive stated meetings of the Board without a valid excuse, his seat in the Board may be declared vacant, and the vacancy may be immediately filled by the Board selecting his successor from the roll of the members of the Exchange.

All vacancies in office, arising from any cause whatsoever, shall be filled by the Board at any regular meeting, or at any special meeting called for the purpose.

The election for supplying the vacancy shall be by ballot.

Section 7. The following committees shall be standing committees of the Board.

1. A Finance Committee to consist of three members. They shall have the general supervision of the accounts and finances of the Exchange, subject to the direction of the Board. They shall authorize the payment of all bills, and every three months audit the accounts of the Treasurer and report the same to the Board. Before the payment of any bill, it shall be marked "Approved," and the approval thereof signed by the chairman of the committee.

2. A Room Committee, to consist of three members. They shall have the general supervision of the rooms of the Exchange, shall see that proper order is observed, and that the rules of the Exchange as affecting the rooms are enforced. Any member or frequenter of the rooms of the

Exchange, who may be detected in defacing any of the property of the Exchange, shall be reported to the Board of Directors by the Room Committee, and if the charge be sustained, the offending member may be expelled or suspended for such length of time as the Board may see proper to fix, and in case of a frequenter of the rooms, he shall ever thereafter be excluded from all the privileges of the Exchange. They shall have the selection and supervision of the newspapers, charts and library of the Exchange.

3. A Commerce, Telegraph and Station Committee, to consist of five members. They shall have the general supervision of subjects relating to Commerce, of the Reporting Stations, and the Telegraph interests of the Exchange.

4. A Pilotage and Navigation Committee, to consist of five members. They shall have the supervision of all questions arising concerning the navigation of the River and Bay.

5. A Meteorological and Aids to Navigation Committee, to consist of three members. They shall have charge of all meteorological questions in connection with the United States Signal Service that may arise, subject to the rules and regulations of the United States Government applicable to their duties. They shall also have charge of matters connected with the Branch Hydrographic office, U. S. Navy.

6. A Membership Committee, to consist of three members. All proposals for membership shall be submitted to this committee for approval. Upon the approval of a candidate the committee shall report the name to the Board, with a recommendation that he be elected.

7. A Transportation Committee to consist of five members. They shall have charge of all matters relating to transportation coming before the Exchange.

8. A Commercial Reports Committee to consist of three members. They shall have supervision of matters relating to the collection of news and documents of commercial interest.

9. An Executive Committee, to consist of the chairmen of the various standing committees of the Board, of which committee the President of the Exchange shall be chairman. They shall consider all questions referred to them by the Board, shall make such suggestions as they may deem advisable for the interests of the Exchange, and, subject to the orders of the Board, carry into effect any matter that may be referred.

Section 8. Reports of committees shall be made in writing to the Board of Directors at each stated meeting of the Board, and signed by a majority of each committee. Minority reports may be submitted.

Section 9. Vacancies that occur in any of the committees shall be filled by the President.

Section 10. A majority of any committee shall constitute a quorum for the transaction of business.

Article VII.

Section 1. The name of any reputable person or business firm, on the proposal of one member, endorsed by another, shall, if approved by the Committee on Membership, be presented to the Board of Directors for membership, and the said Board may proceed to an election. Three black balls shall defeat the election of the applicant. Newly elected members shall, within thirty days after their election, pay to the Secretary of the Exchange the initiation fee prescribed, and also the *pro rata* dues for the fiscal year. Upon the payment of these fees and dues, it shall be the duty of the Secretary to cause to be issued to the newly elected member a certificate of membership, which certificate of membership shall entitle the holder thereof to all the privileges of the Exchange, subject to the rules and regulations thereof. The said certificate, provided all dues assessed thereon shall have been paid, shall be transferable on the books of the Exchange, upon the payment of a transfer fee of \$5.00 to the Exchange, for any price the holder thereof can obtain for the same, provided the transferee thereof be regularly elected to the Exchange, as provided for in the case of original applicants.

Section 2. Upon the transfer of any certificate as aforesaid, the transferer shall surrender and forfeit all his rights and privileges in and to the benefits and property of the Exchange, and all the said privileges and benefits shall inure to the transferee upon his complying with the requirements of membership. He shall then be a member of the Exchange and owner of the said certificate.

Section 3. Members of The Philadelphia Maritime Exchange in good standing at the time of the incorporation of the present Exchange, may become members of the Incorporated Exchange upon the payment of the annual assessment herein provided for, and shall be entitled to a certificate of membership.

Section 4. Newly elected members shall pay to the Secretary within the time hereinbefore specified, an initiation fee of \$25.00, and an annual tax, to be fixed each year by the Board, which said tax shall be paid by all members of the Exchange.

Section 5. The said initiation fee shall remain at \$25.00 until the roll reaches the number of two hundred and fifty members, at which time the Board of Directors shall increase the initiation fees to any amount which to them may seem proper.*

Annual assessments shall be paid within thirty days after the same shall fall due, and the amount thereof shall each year be fixed by the Board.

* On July 16, 1883, the Board of Directors increased the price of certificates of membership to \$50.00, in accordance with resolution of the Board of September 18th, 1882.

Section 6. Business firms shall be treated as individual members. Each partner shall have all the privileges and benefits of the Exchange, except that the vote of the firm shall be counted as "one," and no individual member thereof shall vote in his own name unless he himself holds an individual certificate of membership.

Section 7. But one clerk's card of admission to the floor shall be issued to an individual member or a firm member free of charge. Additional clerks' cards of admission may be issued for the use of members' clerks upon the payment of an annual fee to be fixed by the Board for each additional card so issued. Clerks' cards shall be forfeited for any ungentlemanly or improper conduct of the holder thereof.

Section 8. The expulsion or suspension of any individual or firm member shall revoke all clerks' cards issued on his or their account.

Any violation of these By-Laws, or any ungentlemanly or dishonorable conduct on the part of a member, shall subject him to public expulsion, and the Board of Directors, upon a two-thirds vote, shall have full power to expel or suspend any member for cause.

Upon the death of a member the certificate of membership shall descend to his legal representative, who may dispose of the same, subject to the approval of the Board.

Article VIII.

These By-Laws may be amended at a special meeting of the Board of Directors called for the purpose, and a two-thirds vote of those present and voting shall be necessary to effect an amendment: providing, nevertheless, and it is expressly understood, that the Exchange shall at all times have a like power, and in case of the conflict of any By-Law passed by the Board, with any By-Law passed by the Exchange, the By-Law so passed by the Exchange shall be paramount to such By-Law as passed by the Board.

MANAGEMENT OF THE EXCHANGE.

The Management of the Exchange is vested in a Board of nineteen Directors, in which number is included a President, Vice-President and Treasurer. The detail work is carried out by the Secretary, under the supervision of the President and Board of Directors.

Standing Committees.

FINANCE COMMITTEE.—Consisting of Three Members, who have general supervision of the accounts and finances of the Exchange, subject to the direction of the Board.

ROOM COMMITTEE.—Consisting of Three Members, who have general supervision of the Rooms of the Exchange, and the selection of Newspapers, Charts, Books of Reference, etc.

COMMERCE, TELEGRAPH AND STATION COMMITTEE.—Consisting of Five Members, who have general supervision of subjects relating to Commerce, of the Reporting Stations and the Telegraph interests of the Exchange.

PILOTAGE AND NAVIGATION COMMITTEE.—Consisting of Five Members, who have supervision of all questions relating to Pilotage and the Navigation of the River and Bay.

METEOROLOGICAL AND AIDS TO NAVIGATION COMMITTEE.—Consisting of Three Members, who have charge of matters in connection with the United States Hydrographic Office and United States Signal Service.

MEMBERSHIP COMMITTEE.—Consisting of Three Members, who examine all applications for Membership, and report the same to the Board.

COMMERCIAL REPORTS COMMITTEE.—Consisting of Three Members, who have supervision of matters relating to the collection of News and Documents of Commercial Interest.

TRANSPORTATION COMMITTEE.—Consisting of Five Members, who have charge of all matters relating to Transportation coming before the Exchange.

EXECUTIVE COMMITTEE.—Consisting of the Chairmen of the various Standing Committees of the Board, of which Committee the President of the Exchange is Chairman.

The President and Vice-President of the Exchange are members *ex-officio* of all Standing and Special Committees.

BULLETINS

DISPLAYED IN THE ROOMS OF THE MARITIME EXCHANGE.

DELAWARE BAY AND RIVER NEWS.—Embracing the movements of all classes of Vessels as observed from the Stations of the Exchange in the Bay and River Delaware.

ARRIVALS—FOREIGN AND COASTWISE.—Comprising all arrivals of Vessels at Philadelphia from Foreign and Coastwise Ports.

CLEARANCES—FOREIGN AND COASTWISE.—Comprising all clearances of Vessels from Philadelphia to Foreign and Coastwise Ports.

IMPORTS.—Giving a complete record of Manifests of Cargo of all Vessels from Foreign Ports.

EXPORTS.—Comprising a complete record of all Manifests of Cargoes of Vessels leaving Philadelphia for Foreign Ports.

FOREIGN CABLE SHIPPING NEWS.—Giving the movements of Vessels in the American trade at Foreign Ports, as received by Cable.

TELEGRAPHIC SHIPPING NEWS.—Comprising the movements of Vessels at American Ports, *other than Philadelphia*.

DISASTERS AND MISCELLANEOUS.—The earliest intelligence procurable respecting Disasters, Detentions and Maritime items of general interest from all parts of the World.

CHARTER BOOK.—Record of Charters made at and from American Ports.

MAIL STEAMERS.—The name of Steamers and hour for closing Outward Mails at Philadelphia and New York; the hour of sighting Inward Mail Steamers, with the time their Mails will be ready for delivery; changes, detentions, etc., Domestic and Foreign.

FINANCIAL REPORTS.—Daily quotations of Exchange in European Monetary Centres, the fluctuations of Bonds, Stocks, Consuls, Rentes, etc., on the London Stock Exchange and Paris Bourse, embracing "Governments" and General Securities; Silver quotations; Paris Exchange on London; Specie statements of the Bank of England, Bank of France and the Imperial Bank of Germany, with their current rates of Discount.

Also similar intelligence from the principal Monetary Centres of the United States, including fluctuations in the principal Bonds, Railroad Stocks,

and Mining Securities; notices of Dividends declared; and Clearing House statements from Boston to San Francisco.

MARKET REPORTS.—Embracing the quotations for the day in all the principal Trade Centres of grain, petroleum, cotton, provisions, and, in fact, all staples for both immediate and future delivery; together with the tone and special features of the Markets, and Rates of Freight by Rail, Steam and Sail, both Inland and Ocean.

CABLE QUOTATIONS from the principal cities of England, France, Germany and other European Markets, for grain, petroleum, provisions, cotton, coffee, etc., in detail; also Foreign Specialties and Freights in various directions.

FINANCIAL STOCK QUOTATIONS (foreign and domestic) from principal centres.

DOMESTIC MARKET QUOTATIONS of the day, of grain, sugar, cotton, petroleum and general merchandise.

CABLE QUOTATIONS of London, Liverpool, Paris, Antwerp, and other European Markets of grain, sugar, petroleum, provisions, naval stores, bread-stuffs, etc.; also, of the coffee market at Rio Janeiro, the sugar market at Cuban ports, and other specialties.

LIGHTHOUSE NOTICES, with the latest changes in Lights, Buoys, etc.

WEATHER BULLETINS AND MAPS, furnished by the United States Signal Service, and kept posted by an officer from that bureau.

DISTINGUISHING DAY MARKS AND NIGHT SIGNALS of the different steamship lines.

STATISTICS relating to the Export and Import Trade of the United States.

CONSULAR REPORTS from abroad to the Government at Washington.

WEATHER REPORT OF THE UNITED STATES SIGNAL SERVICE.—This is received daily, at about 10.30 A. M. It consists of a detailed statement of the barometer, thermometer, direction and velocity of the wind, and other phenomena as observed at 7 A. M., 75th meridian time, at about eighty stations of the Signal Service. This data is entered on an outline map of the United States, and isobars and isothermal lines are drawn, showing at a glance the meteorological conditions of the whole country. The weather indications of the twenty-four hours commencing at 3 P. M. of the day on which the map is posted, are also given. A Coast Bulletin is prepared daily at the Exchange, showing the direction and velocity of the wind and the state of the weather at eighteen stations on the Atlantic Coast, including Portland, Maine, and Key West, Florida. In addition to the regular reports, special bulletins received at the United States Signal Office in this city are promptly posted. These include Cold Wave warnings, Frost warnings, movements of approaching storms, and others.

GENERAL NEWS.—Embracing items of a miscellaneous character, such as failures, fires, quarantine and other official notices ; important legal decisions in Admiralty, and press dispatches from all parts of the world, containing news of general interest.

LIST OF VESSELS IN PORT.—Showing rig, tonnage, location, employment, name of master and agent.

LOGS.—Abstracts from the logs of in-coming steamers, showing the character of the weather, etc., during the voyage.

COMMERCIAL CIRCULARS, in great variety, from all the principal cities, domestic and foreign, showing the actual state of trade in detail, by latest mail advices.

PORT OF PHILADELPHIA.

Maritime Rules,

As approved by The Philadelphia Maritime Exchange at the Annual Meeting held April 28, 1887.

RULE 1.—Between the 1st of November and the 1st of April, notice that a vessel is ready for cargo must be served on charterers, or their duly accredited representatives, by 3 o'clock P. M.; and between the 1st of April and the 1st of November by 4 o'clock P. M.

RULE 2.—In case of a steamer or sailing vessel chartered to load a cargo of grain at Philadelphia, such notification of readiness, to be valid, must be accompanied by Pass of Surveyors of Board of Marine Underwriters certifying to vessel's actual readiness for her cargo of grain.

RULE 3.—In case of a sailing vessel or a steamer chartered to load a cargo of petroleum at Philadelphia, her notification of readiness must be accompanied by a certificate from recognized Stowage Inspectors of Philadelphia that sufficient ballast (should any ballast be required) is aboard vessel and duly trimmed.

RULE 4.—Lay-days of a steamer or sailing vessel chartered to load grain at Philadelphia and complying with Rule 1 will commence with the day following the service of her notification of readiness, provided said following day is not a Sunday or a legal holiday.

RULE 5.—In connection with Rules 1, 2, 3, and 4 charterers are required to deliver orders by 4 o'clock P. M. to the agents of vessel for vessel to move to her place of loading, between the 1st of November and the 1st of April, and by 5 o'clock P. M. between the 1st of April and the 1st of November. In event of such orders as to place of loading being given to the agent of the vessel as provided above, and vessel arrives at her place of loading by 7 o'clock A. M., say between the 1st of April and the 1st of November, or

by 8 o'clock A. M. between the 1st of November and the 1st of April, on the day following notification of readiness, the lay-days shall then count in conformity with original notice, as per Rule 4. If vessel arrives at her place of loading later than 7 o'clock A. M. or 8 o'clock A. M. (as stipulated in Rule 5), but not later than 12 o'clock noon, the days shall commence to count from noon of the day of her arrival at place of loading.

RULE 6.—In a case where any portion of a day more than one-half of a day is used in loading a vessel after the expiration of lay-days stipulated for loading in charter party, such portion of a lay-day so used shall be charged and paid for by charterers as one full day's demurrage, per charter party, except in a case where lay-days of a vessel would have expired at noon (per Rule 5), in which case the balance of such day of expiration shall be charged for as one-half of one day's demurrage.

RULE 7.—In case a vessel is loaded by 12 o'clock noon on the day after the expiration of her lay-days allotted for loading, and vessel can still be cleared at the Customs and the Consulate the same day, no demurrage shall be charged by Vessel to Charterers for the use of that portion of a day.

RULE 8.—In the event of orders for Vessel to move to her place of loading are not served on the Agents of the vessel in accordance with Rule 5, the vessel must, upon eventual receipt from the charterer of orders to move, proceed to her place of loading as soon thereafter as tide and weather will permit; the lay-days, however, to count as per original notification of vessel's readiness, delivered in accordance with Rule 5.

RULE 9.—Charterers shall be allowed the day after the completion of loading of cargo in which to clear same at the Custom House, and to prepare the necessary shipping documents, and Rule 4, regarding Sundays and legal holidays, shall apply in this case.

RULE 10.—Steamers or sailing vessels chartered with a given number of running days for loading and/or discharging their cargo, the days used in loading at Philadelphia shall be computed in the same manner as provided for determining demurrage under Rules 6 and 7.

RULE 11.—When a vessel's name, nationality, tonnage, class in a specified "*Record*," and position are correctly stated at time of charter, and the vessel is accepted, the contract shall be considered closed, and subsequent Insurance inquiries shall not affect the transaction.

RULE 12.—The phrase “about,” when applied to readiness of a vessel to load or to sail, either in respect to a vessel in this or in another American Port or in a Foreign Port, shall be understood to mean, not to exceed five days for sailing vessel or steamer from date of *actual* fixing of vessel. (NOTE.—*It is earnestly recommended that whenever it is at all possible that the use of such indefinite and misleading phrases as “nearly,” “promptly,” “about ready,” “first-class,” be avoided, and thus obviate many of the lawsuits and arbitration certain to result from employing such indefinite terms.*)

RULE 13.—The stipulation that a vessel is to proceed in ballast to commence upon her charter, shall not admit of her taking for ballast coal, salt or other merchantable or dutiable commodity, but will only admit of her ballasting with unmerchantable stuff, such as stone, dirt or sand, excepting that steamers may take surplus bunker coal.

RULE 14.—From the 1st of November to the 1st of March, from 8 o'clock A. M. until 5 o'clock P. M., and from the 1st of March to the 1st of November, from 7 o'clock A. M. to 6 o'clock P. M., shall be considered to be due diligence on the part of the ship in the loading of Petroleum, Grain or other cargoes.

RULE 15.—In the absence of any written agreement to the contrary, CUSTOMARY DISPATCH FOR DISCHARGING the undernoted descriptions of cargo at Philadelphia shall be understood to mean as follows:

TO DISCHARGE.	STEAMER.	SAILER.
Of Salt	not less than 250 tons per day.	100 tons per day.
“ Iron Ore	“ “ 250 “ “	100 “ “
“ Sulphur	“ “ 250 “ “	100 “ “
“ Chalk	“ “ 250 “ “	100 “ “
“ General Cargo (Chemicals) . .	“ “ 250 “ “	100 “ “
“ Iron	“ “ 250 “ “	100 “ “
“ Spiegel	“ “ 250 “ “	100 “ “

The foregoing schedules refer to running days for discharging cargoes, Sundays and legal holidays excepted, and to days when the United States Customs Authorities will permit the respectively designated cargo to be discharged from vessel.

NOTE.—Under favorable circumstances, and if it suits the Consignee of cargo, it is frequently *practicable* to discharge much more cargo per day than assigned as a day's work under clause “Customary Dispatch for Discharging.” The day, according to United States Customs Regulations, is from sunrise to sunset, but night permits to work after hours, under reasonable restrictions, can generally be obtained from Customs Authorities when *jointly* applied for by Master of vessel and Consignee of cargo.

RULE 16.—When practicable and not injurious to the stowage of the vessel she shall, on demand of the charterers, employ two gangs for loading Petroleum; it being agreed that for each day during which two gangs are employed on loading cargo, one day's wharfage shall be allowed the vessel by the party requiring such extra labor. When loading under Special Petroleum Schedule B, October 15th, 1886, of lay-days, the ship to furnish two gangs of stevedores without any wharfage allowance.

RULE 17.—It is understood that wherever the word Charterers is used in the foregoing rules it means Charterers or their duly accredited representatives.

RULE 18.—All transactions in Maritime affairs among members of the Philadelphia Maritime Exchange shall, in the absence of any special agreement to the contrary, be governed by the rules of the Exchange, but nothing therein contained shall be construed as interfering in any way with the rights of members to make such special contracts or conditions as they may mutually desire. The Tables and Scales printed on pages 30 to 35 inclusive are hereby made part of these rules, and when not otherwise stipulated, it will be understood that negotiations are based thereon.

RULE 19.—In case a strike at the Petroleum Yard, at which or from which vessel is loading, shall make it impossible for charterers to furnish cargo, lay days are not to count during such strike; and in case of a strike of Stevedores, or other laborers employed by the vessel, preventing the latter from receiving cargo, the ship shall be free of responsibility on account of delay. In either case, such vessels as are detained by strikes as above, shall not be charged any wharfage at Petroleum Yard, as long as they are prevented from receiving cargo on account of such strikes.

Demurrage and Lay-Day Scale—Steamer—Grain.

FOR **STEAMERS** LOADING AND DISCHARGING CARGOES OF GRAIN.

When Capacity
Guaranteed is

6,500 } 7,000 }	Quarters 10 %	12 days, Sundays excepted, £30 Demurrage.					
7,500 } 8,000 }	Quarters 10 "	13 "	"	"	"	35	"
8,500 } 9,000 }	Quarters 10 "	14 "	"	"	"	40	"
9,500 } 10,000 }	Quarters 10 "	15 "	"	"	"	45	"
10,500 } 11,000 }	Quarters 10 "	16 "	"	"	"	45	"
11,500 } 12,000 }	Quarters 10 "	17 "	"	"	"	50	"
12,500 } 13,000 }	Quarters 10 "	18 "	"	"	"	50	"
13,500 } 14,000 }	Quarters 10 "	19 "	"	"	"	60	"
14,500 } 15,000 }	Quarters 10 "	20 "	"	"	"	65	"
15,500 } 16,000 }	Quarters 10 "	21 "	"	"	"	70	"
16,500 } 17,000 }	Quarters 10 "	22 "	"	"	"	70	"

Lay-Day Scale—Sail—Grain.

FOR **SAILING** VESSELS LOADING AND DISCHARGING CARGOES OF GRAIN.

FOR VESSELS REGISTERING.		LAY-DAYS FOR VESSELS LOADING GRAIN.	
From 200 to	250 tons	21 days to load and discharge.	
" 251 "	300 "	22 " " "	
" 301 "	350 "	23 " " "	
" 351 "	400 "	24 " " "	
" 401 "	450 "	25 " " "	
" 451 "	500 "	26 " " "	
" 501 "	550 "	27 " " "	
" 551 "	600 "	28 " " "	
" 601 "	650 "	29 " " "	
" 651 "	700 "	30 " " "	
" 701 "	800 "	31 " " "	
" 801 "	900 "	32 " " "	
" 901 "	1000 "	33 " " "	
" 1001 "	1100 "	34 " " "	
" 1101 "	1200 "	35 " " "	
" 1201 "	1300 "	36 " " "	
" 1301 "	1400 "	37 " " "	
" 1401 "	1500 "	38 " " "	
" 1501 "	1600 "	39 " " "	
" 1601 "	1700 "	40 " " "	
" 1701 "	1800 "	40 " " "	

Lay-Days for Discharging—per Contract of London
Corn Trade Association, London, July 19, 1881.

FOR **STEAMERS** DISCHARGING WHEAT AND / OR CORN, WHETHER FOR
DIRECT PORT OR FOR ORDERS.

250 quarters	.	.	.	$\frac{1}{4}$	running lay-days.	
500 "	.	.	.	$\frac{1}{2}$	"	"
750 "	.	.	.	$\frac{3}{4}$	"	"
1,000 "	.	.	.	1	"	"
2,000 "	.	.	.	2	"	"
3,000 "	.	.	.	3	"	"
4,000 "	.	.	.	4	"	"
5,000 "	.	.	.	5	"	"
6,000 "	.	.	.	6	"	"
7,000 "	.	.	.	7	"	"
8,000 "	.	.	.	8	"	"
9,000 "	.	.	.	9	"	"
10,000 "	.	.	.	10	"	"
11,000 "	.	.	.	11	"	"
12,000 "	.	.	.	12	"	"
13,000 "	.	.	.	13	"	"
14,000 "	.	.	.	14	"	"
15,000 "	.	.	.	15	"	"
16,000 "	.	.	.	16	"	"
17,000 "	.	.	.	17	"	"

Lay-Days for Discharging—per Contract of London Corn Trade Association, London, July 19, 1881.

FOR **SAILING** VESSELS DISCHARGING ALL KINDS OF GRAIN.

FOR CORK FOR ORDERS.				FOR DIRECT PORT.			
2,000 quarters	. . .	10	running lay-days.	2,000 quarters	. . .	8	running lay-days.
2,400 "	. . .	11	" "	2,500 "	. . .	9	" "
2,800 "	. . .	12	" "	3,000 "	. . .	10	" "
3,200 "	. . .	13	" "	3,500 "	. . .	11	" "
3,600 "	. . .	14	" "	4,000 "	. . .	12	" "
4,000 "	. . .	15	" "	4,500 "	. . .	13	" "
4,400 "	. . .	16	" "	5,000 "	. . .	14	" "
4,800 "	. . .	17	" "	5,500 "	. . .	15	" "
5,200 "	. . .	18	" "	6,000 "	. . .	16	" "
5,600 "	. . .	19	" "	6,500 "	. . .	17	" "
6,000 "	. . .	20	" "	7,000 "	. . .	18	" "
6,400 "	. . .	21	" "	7,500 "	. . .	19	" "
6,800 "	. . .	22	" "	8,000 "	. . .	20	" "
7,200 "	. . .	23	" "	8,500 "	. . .	21	" "
7,600 "	. . .	24	" "	9,000 "	. . .	22	" "
8,000 "	. . .	25	" "	9,500 "	. . .	23	" "
8,400 "	. . .	26	" "	10,000 "	. . .	24	" "
8,800 "	. . .	27	" "	10,500 "	. . .	25	" "
9,200 "	. . .	28	" "	11,000 "	. . .	26	" "
9,600 "	. . .	29	" "	11,500 "	. . .	27	" "
10,000 "	. . .	30	" "	12,000 "	. . .	28	" "
10,400 "	. . .	31	" "	12,500 "	. . .	29	" "
10,800 "	. . .	32	" "	13,000 "	. . .	30	" "
11,200 "	. . .	33	" "				

NOTE.—Discharging days (counting quarter days) are based on for Sailing Vessels for Cork for Orders—one running day for every 200 quarters up to 2,000 quarters, and one running day for every 400 quarters for anything beyond that quantity. For Direct Port—one running day for every 250 quarters up to 2000 quarters, and one running day for every 500 quarters beyond that quantity. For cargoes by Steamers (counting quarter days)—one running day for every 1,000 quarters, whether for Direct Port or for Orders.

Lay-Day Scale—Sail—Petroleum.

ON VESSELS LOADING PETROLEUM IN **BARRELS**.

A OLD SCHEDULE—Adopted in 1876.					B SPECIAL SCHEDULE.—Oct, 15, 1886.				
Vessels	2,000 to	2,500 barrels,	10 lay-days.		Vessels	2,000 to	2,500 barrels,	8 lay-days	
"	2,501	" 3,500	" 12	"	"	2,501	" 3,500	" 9	"
"	3,501	" 4,500	" 14	"	"	3,501	" 4,500	" 10	"
"	4,501	" 5,500	" 15	"	"	4,501	" 5,500	" 11	"
"	5,501	" 6,500	" 17	"	"	5,501	" 6,500	" 12	"
"	6,501	" 7,500	" 20	"	"	6,501	" 7,500	" 13	"
"	7,501	" 8,500	" 22	"	"	7,501	" 8,500	" 14	"
"	8,501	" 9,500	" 25	"	"	8,501	" 9,500	" 15	"
"	9,501	" 10,500	" 26	"	"	9,501	" 10,500	" 16	"
"	10,501	" 11,500	" 27	"	"	10,501	" 11,500	" 17	"
"	11,501	" 12,500	" 28	"	"	11,501	" 12,500	" 18	"
"	12,501	" 13,500	" 30	"	"	12,501	" 13,500	" 19	"
"	13,501	" 14,500	" 32	"	"	13,501	" 14,500	" 20	"
"	14,501	" 15,500	" 35	"	"	14,501	" 15,500	" 21	"
"	15,501	" 16,500	" 35	"	"	15,501	" 16,500	" 22	"

Above *special schedule* applicable only to vessels ready for cargo, within contract date for cargo, otherwise *old schedule* to prevail.

Lay-Day Scale—Sail—Petroleum.

ON VESSELS LOADING PETROLEUM IN **CASES**.

Vessels of	10,000 cases,	10 per cent.,						10 days.
"	15,000	" 10	"	.	.	.	.	10 "
"	20,000	" 10	"	.	.	.	.	12 "
"	25,000	" 10	"	.	.	.	.	14 "
"	30,000	" 10	"	.	.	.	.	16 "
"	35,000	" 10	"	.	.	.	.	18 "
"	40,000	" 10	"	.	.	.	.	20 "
"	45,000	" 10	"	.	.	.	.	22 "
"	50,000	" 10	"	.	.	.	.	23 "
"	55,000	" 10	"	.	.	.	.	24 "
"	60,000	" 10	"	.	.	.	.	25 "
"	65,000	" 10	"	.	.	.	.	26 "
"	70,000	" 10	"	.	.	.	.	27 "
"	75,000	" 10	"	.	.	.	.	28 "
"	80,000	" 10	"	.	.	.	.	29 "
"	85,000	" 10	"	.	.	.	.	30 "
"	90,000	" 10	"	.	.	.	.	31 "
"	95,000	" 10	"	.	.	.	.	32 "
"	100,000	" 10	"	.	.	.	.	33 "

Demurrage Scale—Sail—Grain or Petroleum.

(Barrels and/or Cases.)

The Demurrage on sea-going *Sailing* Vessels shall be as follows, viz. :

For Vessels of **200 tons** or under, 12 cents per ton.

For Vessels over **200 tons**, and not exceeding **500 tons**, \$24 for the first **200 tons**, and 8 cents per ton for each ton additional.

For Vessels over **500 tons**, and not exceeding **900 tons**, \$48 for the first **500 tons**, and 6 cents per ton for each ton additional.

For Vessels over **900 tons**, \$72 for the first **900 tons**, and 5 cents per ton for each ton additional.

300 Tons register, . . .	\$32 00 per day.	1,025 Tons register, . . .	\$78 25 per day.
325 " . . .	34 00 "	1,050 " . . .	79 50 "
350 " . . .	36 00 "	1,075 " . . .	80 75 "
375 " . . .	38 00 "	1,100 " . . .	82 00 "
400 " . . .	40 00 "	1,125 " . . .	83 25 "
425 " . . .	42 00 "	1,150 " . . .	84 50 "
450 " . . .	44 00 "	1,175 " . . .	85 75 "
475 " . . .	46 00 "	1,200 " . . .	87 00 "
500 " . . .	48 00 "	1,225 " . . .	88 25 "
525 " . . .	49 50 "	1,250 " . . .	89 50 "
550 " . . .	51 00 "	1,275 " . . .	90 75 "
575 " . . .	52 50 "	1,300 " . . .	92 00 "
600 " . . .	54 00 "	1,325 " . . .	93 25 "
625 " . . .	55 50 "	1,350 " . . .	94 50 "
650 " . . .	57 00 "	1,375 " . . .	95 75 "
675 " . . .	58 50 "	1,400 " . . .	97 00 "
700 " . . .	60 00 "	1,425 " . . .	98 25 "
725 " . . .	61 50 "	1,450 " . . .	99 50 "
750 " . . .	63 00 "	1,475 " . . .	100 75 "
775 " . . .	64 50 "	1,500 " . . .	102 00 "
800 " . . .	66 00 "	1,525 " . . .	103 25 "
825 " . . .	67 50 "	1,550 " . . .	104 50 "
850 " . . .	69 00 "	1,575 " . . .	105 75 "
875 " . . .	70 50 "	1,600 " . . .	107 00 "
900 " . . .	72 00 "	1,625 " . . .	108 25 "
925 " . . .	73 25 "	1,650 " . . .	109 50 "
950 " . . .	74 50 "	1,675 " . . .	110 75 "
975 " . . .	75 75 "	1,700 " . . .	112 00 "
1,000 " . . .	77 00 "		

WHARFAGE—GRAIN.

No charge is made by the **GRAIN** Elevator Companies, of Philadelphia, on either Steamships or Sailing Vessels, *while loading* grain alongside the elevators.

When *not loading*, wharfage will be charged at the following rates :

Steamships—One cent per registered ton per day.

Sailing Vessels—Under 500 tons register, \$3 00 per day.

500 to 800 “ “ 4 00 “

800 to 1000 “ “ 5 00 “

Over 1000 “ “ 6 00 “

WHARFAGE—PETROLEUM.

RATES OF WHARFAGE AT **PETROLEUM** WHARVES, POINT BREEZE,
PHILADELPHIA, AND AT CHESTER, PA.

Approved by the Philadelphia Maritime Exchange December 30, 1884.

VESSELS' REGISTERED TONNAGE.	For Vessels lying at inside Berths, either idle or working, and while working at outside Berths.	FOR VESSELS WHILE IDLE AT OUTSIDE BERTHS.	
		Second Tier.	Outside of Second Tier.
TONS.	PER DAY.	PER DAY.	PER DAY.
200 or under.	\$2 75	\$ 1 40	\$ 1 05
300	3 25	1 65	1 20
400	3 75	1 90	1 40
500	4 50	2 25	1 70
600	5 00	2 50	1 90
700	5 25	2 65	1 95
800	5 50	2 75	2 05
900	6 00	3 00	2 25
1000	6 50	3 25	2 45
1100	6 75	3 40	2 55
1200	7 00	3 50	2 65
1300	7 50	3 75	2 80
1400	8 00	4 00	3 00
1500	8 50	4 25	3 20
1600	9 00	4 50	3 40
1700	9 25	4 65	3 45
1800	9 50	4 75	3 55
1900	9 75	4 90	3 65
2000	10 00	5 00	3 75

The reduced rates, as above, for vessels idle at outside berths, are to be allowed only when such berths are occupied by direction of the Wharf Superintendent or Harbor Master; otherwise, full rates will be charged, the same as for inside berths.

With the above exceptions, there is no fixed scale of wharfage rates in Philadelphia.

PILOTAGE.

Rates on Delaware River and Bay.

STATE OF PENNSYLVANIA RATES. (Act of June 8, 1881.)					STATE OF DELAWARE RATES. (Act of April 5, 1881.)	
FEET.	INWARD. If spoken east of Five Fathom Bank Lightship, or North of Hereford Inlet Lighthouse, or South of Fenwick's Island Light.	INWARD. If spoken inside of Five Fathom Light- ship and outside of line drawn from Cape May Light to Cape Henlopen Light.	INWARD. If not spoken un- til inside of line drawn from Cape May Light to Cape Henlopen Light.	OUTWARD.	INWARD.	OUTWARD.
12	\$49.37	\$44.88	\$40.39	\$36.00	\$44.88	\$44.88
12½	57.20	52.00	46.80	37.50	52.00	52.00
13	59.49	54.08	48.67	39.00	54.08	54.08
13½	61.78	56.16	50.54	40.50	56.16	56.16
14	64.06	58.24	52.42	42.00	58.24	58.24
14½	66.35	60.32	54.29	43.50	60.32	60.32
15	68.64	62.40	56.16	45.00	62.40	62.40
15½	70.93	64.48	58.03	46.50	69.75	69.75
16	73.22	66.56	59.90	48.00	72.00	72.00
16½	75.50	68.64	61.78	49.50	74.25	74.25
17	77.79	70.72	63.65	51.00	76.50	76.50
17½	80.08	72.80	65.52	52.50	78.75	78.75
18	82.37	74.88	67.39	54.00	81.00	81.00
18½	84.66	76.96	69.26	55.50	92.50	92.50
19	86.94	79.04	71.14	57.00	95.00	95.00
19½	89.23	81.12	73.01	58.50	97.50	97.50
20	91.52	83.20	74.88	60.00	100.00	100.00
20½	93.81	85.28	76.75	61.50	112.75	112.75
21	96.10	87.36	78.62	63.00	115.50	115.50
21½	98.38	89.44	80.50	64.50	118.25	118.25
22	100.67	91.52	82.37	66.00	121.00	121.00
22½	102.96	93.60	84.24	67.50	123.75	123.75
23	105.25	95.68	86.11	69.00	126.50	126.50
23½	107.54	97.76	87.98	70.50	129.25	129.25
24	109.82	99.84	89.86	72.00	132.00	132.00
24½	112.11	101.92	91.73	73.50	134.75	134.75
25	114.40	104.00	93.60	75.00	137.50	137.50
25½	116.69	106.08	95.47	76.50	140.25	140.25
26	118.98	108.16	97.34	78.00	143.00	143.00
26½	121.26	110.24	99.22	79.50	145.75	145.75
27	123.55	112.32	101.09	81.00	148.50	148.50

NOTE—An extra rate of *Ten Dollars* is charged under the law of the *State of Delaware* for *Winter Pilotage*, between the 1st of November and the 1st of April.

Towage Rates Outward, SQUARE-RIGGED

Towage from Philadelphia, Port Richmond, Gibson's Point, Point Breeze, South

If from West Philadelphia, twenty (20) per cent.

If lying in stream opposite South Chester Oil Works,

REGISTER TONNAGE.		16½ Miles. Chester.	10 Miles. Marcus Hook.	18½ Miles. Wilmington Creek.	31½ Miles. Wilmington.	33½ Miles. New Castle.	40 Miles. Fort Delaware or Delaware City.
From 150 to 200 tons		\$12	\$14	\$18	\$28	\$21	\$24
" 200 to 300 "		13	15	20	30	23	27
" 300 to 400 "		14	17	23	33	26	31
" 400 to 500 "		15	18	25	35	29	34
" 500 to 600 "		16	19	27	37	32	37
" 600 to 700 "		17	21	29	39	34	41
" 700 to 800 "		18	22	31	41	37	44
" 800 to 900 "		20	24	34	44	40	48

		1 Tug. 2 Tugs.	1 Tug. 2 Tugs.	1 Tug. 2 Tugs.	1 Tug. 2 Tugs.	1 Tug. 2 Tugs.	1 Tug. 2 Tugs.	1 Tug. 2 Tugs.	1 Tug. 2 Tugs.
From 900 to 1,000 tons		\$21 \$33	\$26 \$40	\$37 \$57	\$	\$	\$44 \$67	\$52 \$80	
" 1,000 to 1,100 "		23 37	28 45	40 64			47 75	56 90	
" " " drawing over 23½ feet		33 47	43 60	60 84			72 100	80 102	
" 1,100 to 1,200 "		24 41	30 50	43 71			50 84	60 100	
" " " drawing over 23½ feet		39 56	50 70	79 96			80 114	85 135	
" 1,200 to 1,300 "		26 45	32 55	46 78			54 92	64 110	
" " " drawing over 23½ feet		46 65	57 80	76 108			89 127	100 150	
" 1,300 to 1,400 "		28 49	34 60	48 86			57 101	68 120	
" " " drawing over 23½ feet		53 74	64 90	83 121			97 141	110 165	
" 1,400 to 1,500 "		29 53	36 65	51 93			60 109	72 130	
" " " drawing over 23½ feet		59 83	71 100	91 133			105 154	120 180	
" 1,500 to 1,600 "		31 57	38 70	54 100			64 117	76 140	
" " " drawing over 23½ feet		66 92	78 110	99 145			114 167	130 195	
" 1,600 to 1,700 "		33 61	40 75	57 107			67 126	80 150	
" " " drawing over 23½ feet		73 101	85 120	107 157			122 181	140 210	
" 1,700 to 1,800 "		34 65	42 80	60 114			70 134	84 160	
" " " drawing over 23½ feet		79 110	92 130	115 169			130 194	149 225	
" 1,800 to 1,900 "		36 67	44 82	63 117			74 137	88 164	
" " " drawing over 23½ feet		86 117	99 137	123 177			139 202	158 234	
" 1,900 to 2,000 "		37 68	46 84	66 120			77 141	92 168	
" " " drawing over 23½ feet		92 123	106 144	131 185			147 211	167 243	
" 2,000 and upwards		41 73	50 90	71 128			84 151	100 180	
" " " drawing over 23½ feet		101 133	115 155	141 198			159 226	180 200	

1. Tugs engaged to tow Square-Rigged Vessels, outward bound, laying or sailing down at to where vessel lays. If vessel is between Greenwich and Chester, no deduction to be made.

2. When tugs are sent from Philadelphia to tow Square-Rigged Vessels up from Quarantine, be charged.

Detention at time of leaving, per hour, \$5.00, if

When tugs tow vessels to stream, transporting rate

Filling water on outward bound vessels,.....

Towage Rates Inward,

INWARD-BOUND SQUARE-

Arriving at South Chester Oil Works, Mouth of Schuylkill, or any point on the Delaware front, transporting rates to be charged in addition. If bound to Girard Point, Point Breeze, Gibson's If vessels anchor at South Chester Oil Works, transporting rates to be charged in addition, light

REGISTER TONNAGE.	16¼ Miles. Chester.	20 Miles. Marcus Hook.	28½ Miles. Wilmington Creek.	31½ Miles. Wilmington.	33½ Miles. New Castle.	40 Miles. Fort Delaware or Delaware City.
From 150 to 200 tons	\$11	\$13	\$16	\$26	\$18	\$21
" 200 to 300 "	12	14	17	27	19	22
" 300 to 400 "	13	15	18	28	21	24
" 400 to 500 "	14	16	19	29	22	25
" 500 to 600 "	15	17	20	30	24	27
" 600 to 700 "	16	18	22	32	26	30
" 700 to 800 "	17	19	24	34	28	32
" 800 to 900 "	18	20	26	36	30	34
" 900 to 1,000 "	19	21	28	. .	32	37
" 1,000 to 1,100 "	20	22	30	. .	34	40
" 1,100 to 1,200 "	21	23	32	. .	36	42
" 1,200 to 1,300 "	22	24	34	. .	38	45
" 1,300 to 1,400 "	23	25	36	. .	40	48
" 1,400 to 1,500 "	24	26	38	. .	42	51
" 1,500 to 1,600 "	25	27	40	. .	44	54
" 1,600 to 1,700 "	26	28	42	. .	46	57
" 1,700 to 1,800 "	27	29	44	. .	48	60
" 1,800 to 1,900 "	28	30	46	. .	50	64
" 1,900 to 2,000 "	29	31	48	. .	52	67
" 2,000 tons and upwards	30	34	52	. .	56	72

All square-rigged vessels towed between Billingsport and
 All square-rigged vessels towed from Wilmington, if there
 Tugs sent from Philadelphia to tow inward-bound

Revised March 19, 1884.

RIGGED VESSELS.

Camden or Philadelphia side, between Gloucester and Pier 13, Port Richmond. If vessels anchor, Point, or West Philadelphia, Schuylkill transporting rates, less 20 per cent., to be charged in addition, or loaded, with one Tug only.

46 Miles. Reedy Island.	49 Miles. Dan Baker.	52 Miles. Morris Liston.	56½ Miles. Duck Creek.	61 Miles. Bombay Hook.	71 Miles. Buoy of Middle.	77 Miles. Ledge Light.	84 Miles. Fourteen-foot Bank.	90 Miles. Brandywine.	103 Miles. Breakwater.
\$23	\$24	\$25	\$26	\$27	\$29	\$31	\$33	\$35	\$40
24	25	26	27	28	30	32	35	38	43
26	27	28	29	30	32	34	37	41	48
28	30	32	34	36	38	41	44	48	55
30	32	34	36	38	41	45	49	54	62
34	35	37	39	41	45	48	54	60	69
37	38	40	42	45	49	52	59	66	76
40	42	44	46	49	53	56	64	72	83
43	45	47	50	53	57	59	69	78	91
46	48	50	53	57	61	63	74	84	96
49	52	54	58	62	66	69	79	90	104
52	55	57	62	66	71	74	84	96	110
55	58	60	65	70	76	79	89	103	117
58	61	64	69	74	80	83	94	109	124
61	64	68	73	78	84	88	99	115	131
64	67	72	79	82	89	93	104	121	138
67	71	76	81	86	92	98	109	127	144
70	74	79	85	91	97	103	114	133	152
73	78	82	89	94	100	109	119	139	158
77	82	87	94	102	110	129	140	150	172

Chester, Tugs will charge Chester rates.

when towing is to be done, above rate is to be charged.

square-rigged vessels, will charge the above rates.

CITY ICE BOATS.

The City of Philadelphia owns and operates three Ice Boats (side-wheel steamers) of power and equipment scarcely second to any in the world. Their office is to keep the channels of the Delaware and Schuylkill Rivers navigable in the severest winter weather, and the original intention was that they should be used solely for that purpose; but in times of emergency, when Tow Boats are not at hand and navigation is rendered very difficult, if not impracticable, except in their wake, they accept tows at rates which, though apparently high, pay but a small portion of their operating expenses.

Rates of Towage.

SCALE OF DISTANCES.	MILES.	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.
	U. S. Survey.	70 to 200 under 70 to be charged 70	200 to 500	500 to 800	800 to 1100	1100 to 1300	1300 and upwards.
PHILADELPHIA TO OR FROM	Statute Miles.	Cents Per ton.	Cents Per ton.	Cents Per ton.	Cents Per ton.	Cents Per ton.	Cents Per ton.
Chester	16¼	18	16	14	13	12	11
Marcus Hook	20	19	17	16	14	13	12
Grubb's Landing	24	20	18	17	15	14	13
Wilmington Creek	28½	22	21	19	17	15	14
New Castle	33½	23	22	21	19	17	15
Delaware City	40	27	25	22	21	20	19
Reedy Island Lighthouse	46	29	27	25	22	21	20
Morris Liston's (half-way)	52	31	28	26	24	22	21
Duck Creek Lighthouse	56½	32	30	28	25	23	22
Bombay Hook Point	61	34	32	29	27	25	23
Buoy of Middle	71	39	35	33	30	28	26
Ledge Light Boat	77	41	38	35	32	30	28
Buoy on the 14 Foot Bank.	84	44	40	37	34	31	30
Brandywine Light Boat	90	47	42	40	36	33	31
Buoy on the Brown.	94	48	44	42	37	34	33
Breakwater	103	52	48	44	40	37	35
Light Boat on 5 Fathom Bank	128						

NOTE.—Vessels using the Ice Boat's hawser shall pay ten per cent. in addition to the amount of their towage.

HARBOR RULES AND REGULATIONS

OF THE PORT OF PHILADELPHIA.

Adopted by the Board of Wardens of the Port of Philadelphia, March 5, 1883.

For the information of Owners, Masters and others having command, care or charge of Vessels within the Port or Harbor of Philadelphia, the following rules and regulations are published :

VESSELS TO REPORT AT WARDENS' OFFICE.

1. All vessels arriving at the Port of Philadelphia must report at the Wardens' office, Rooms 11 and 13, Chamber of Commerce, within twenty-four hours after arrival, and before leaving the port must report their clearance. Penalty for neglecting to report, from \$10 to \$50.

ANCHORAGE.

2. Vessels must not anchor in the river Delaware below Kaighn's Point, west of the buoy marking the main channel.

Vessels must not anchor above Kaighn's Point, except eastward of Windmill Island, or in the east channel at Cooper's Point.

Vessels must in no case anchor where they will interfere with the ferries.

Vessels must not anchor at Port Richmond, except by permission and under the direction of the Harbor Master.

Vessels must not anchor at any place in the channel of the river Schuylkill, nor lie at any wharf in that river more than two abreast, without the permission of the Harbor Master.

Vessels must not anchor on the range line of any range lights.

Vessels at anchor must exhibit, between sunset and sunrise, a visible white signal light in the rigging, at least fifteen (15) feet above the deck.

3. Vessels hauled into any wharf or dock, or alongside of other vessels lying at any wharf or dock, must be made fast to the shore with proper lines, with sufficient fenders between them and the inside vessels, and shall,

when so ordered by the Harbor Master, have their jib-booms, sprit-sail-yards, main-booms, spankers, ring-tail booms, davits and bumpkins, if any, rigged in, their lower yards topped, and anchors either a cockbill or at the hawse-pipe, as most convenient.

4. When fasts of vessels extend across a dock so as to obstruct passing vessels, the captain or person in charge shall, when so ordered by the Harbor Master, cause the fasts to be slackened or cast off.

5. Vessels lying at the ends of piers, so as to obstruct the passage to the adjoining docks, must move when necessary to accommodate other vessels entering or leaving the docks.

6. Vessels lying alongside of a wharf, and not taking in or discharging cargo, must make way for and permit other vessels that want to load or unload cargo to come inside next to the wharf.

7. If the person in charge of any vessel refuses to move, the Harbor Master shall cause the same to be done at the cost and risk of the master, owner or consignee.

8. No wharf shall be obstructed so as to prevent the loading or unloading of cargo, but reasonable facilities will at all times be allowed on application to the Harbor Master.

9. No tar, pitch, turpentine or rosin shall be heated on a wharf or on board any vessel lying at a wharf.

10. Vessels that may increase their width by using ballast-logs, pontoons, or devices of the same nature, must move to accommodate other vessels, when so ordered by the Harbor Master, and shall pay the expenses of other vessels that may be required to move to allow a vessel with the above appliances to get in or out of docks.

11. Any master, captain or whoever is in charge of a vessel, who shall refuse or neglect to comply with the directions of the Harbor Master, or whoever shall obstruct his authority, shall be fined in a sum not exceeding \$100 for each and every offence.

(Act of February 4, 1846, P. L. 30.)

SECTION LXXV. That if any person or persons whoever shall, from and after the passage of this act, cast into the tide-way of the river Delaware,

or into the river Schuylkill, from the lower falls thereof to its junction with the river Delaware, any ballast, cinders, ashes or any heavy articles whatever, from any ship, vessel, steamboat or wharf, he or they so offending, for every such offence, shall forfeit and pay a sum not exceeding one hundred dollars, to be sued for and recovered with costs of suit, before any alderman of the city, or justice of the peace of the county of Philadelphia, or any court of record in this State, in the same manner and for the same uses as directed by the thirty-sixth section of the Act of Assembly, entitled "An Act to Establish a Board of Port Wardens for the Port of Philadelphia," etc., passed twenty-ninth day of March, one thousand eight hundred and three: *Provided*, that the Jurisdiction of the Board of Wardens of the Port of Philadelphia shall not extend on the river Delaware beyond the Jurisdiction of the Collector of Customs for the District of Philadelphia, upon said river.

That it shall be the duty of the Harbor Master, and he is hereby required to enforce and superintend the execution of all laws of the Commonwealth, and of all by-laws, rules and regulations of the corporation of the city, or of the Wardens of the Port of Philadelphia, enacted, ordained and declared, or hereafter to be ordained, enacted and declared, for cleaning the docks and wharves of the Port of Philadelphia; for preventing all nuisances at the wharves and in the docks aforesaid, by burning or breaming any ships or vessels, or otherwise howsoever; *for regulating and stationing all ships or vessels in the stream of the river Delaware, or at the wharves within the boundaries of the City of Philadelphia*; for removing, from time to time, ships and vessels, in order to accommodate and make room for others, or for admitting the river craft to pass in and out of the docks, and for compelling the masters and captains of ships and vessels to accommodate each other, so that ships and vessels arriving from sea shall, for a reasonable time, not exceeding six days, be entitled to berths next to the wharves until they have landed their cargoes.

(Act 15th June, 1874, P. L. 390.)

SECTION CXLVII. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same*, That all vessels over seventy-five tons burthen shall, within twenty-four hours after their arrival at the Port of Philadelphia, report and register at the office of the Board of Wardens for the said port; and all proceedings for neglect to obey the harbor regulations, as at present existing, shall be held before any justice of the peace or alderman of the City of Philadelphia, and the proceedings for the enforcement of penalties, in all cases, shall be commenced by capias. All laws or parts of laws inconsistent with these laws are hereby repealed.

Every vessel arriving from or bound to a foreign port, is bound by law to receive a pilot, except outward bound American vessels carrying their registered tonnage of coal.

Every master is bound to report immediately on arriving to the Wardens' office, under a penalty of \$10, and incurs a like penalty if he does not record his clearance with them before departing.

No license shall be granted to any person to act as a pilot unless he has served an apprenticeship of six years on board of a pilot boat.

The pilot of every vessel is obliged to inform the master of his having to report at the Wardens' office.

Every pilot detained by the master, owner or consignee, or by the ice, is entitled to \$3 per day.

Every pilot, obliged by the ice, or stress of weather, to proceed to another port, is entitled to his pilotage, and if there discharged, to eight cents a mile for every mile he has to travel home.

The master of vessels shall give an account to the pilot when boarding of the draught of such vessels, and in case he shall misrepresent said draught, and give it as less than the actual draught, he shall forfeit and pay the sum of \$25, to be sued for and recovered before any alderman of the City of Philadelphia, by the Master Warden, who shall pay the same over, when collected, to the Society for the Relief of Decayed Pilots, their Widows and Orphans; he having first deducted the expenses incurred in recovering the same.

Every outward bound ship or vessel is bound to remain at the Capes twenty-four hours after its arrival, to give the pilot an opportunity to be taken out, under a penalty of \$800.

Adopted by the Board of Wardens of the Port of Philadelphia, May 16, 1887:

RESOLVED, That the following be added to the Harbor Master's Rules and Regulations:

That all rules and regulations in reference to the Harbor Master's authority and duties over wharves, and vessels loading and discharging at wharves, be and are hereby considered as governing his action in reference to the continuous bulkheads on the Schuylkill River the same as to bulkheads, piers or docks on the Delaware and Schuylkill Rivers.

Tide Table for the Port of Philadelphia.

Showing the difference between the time of High Water at Philadelphia (Walnut Street Wharf, Delaware River) and the following places.

The hours and minutes standing against the place in this table are to be added or subtracted from the time of High Water at Philadelphia on any given day, which will give (nearly) the time of High Water at the following points :

(+ signifies ADD ; — signifies SUBTRACT.)

DISTANCES.	DISTANCE FROM WALNUT STREET WHARF, PHILADELPHIA, IN <i>Nautical Miles</i> , TO THE FOLLOWING PLACES, AND THE DIFFERENCE IN TIME OF HIGH WATER AT EACH POINT.	DIFFERENCE IN TIME.
		H. M.
2½ miles.	Port Richmond Elevator, Philadelphia	+ .08
¾ "	Cooper's Point, New Jersey	+ .11
0 "	Walnut Street Wharf, Philadelphia . . . . .	. . .
1¾ "	Kaighn's Point, New Jersey	— .10
3⅛ "	Greenwich Point, Philadelphia	— .18
7 "	Girard Point (Schuylkill River)	— .30
9¼ "	Point Breeze "	— .35
9½ "	Gibson's Point "	— .37
12½ "	Chestnut St. Wharf "	— .40
11½ "	Lazaretto, Pennsylvania	— .45
14¼ "	Chester, Pennsylvania	— .57
15½ "	Schooner Ledge, Delaware River, below Chester, Pennsylvania	— 1.05
23¾ "	Cherry Island Flats, Delaware River, off Edgemore, Pennsylvania	— 1.40
24¾ "	Wilmington, Delaware (mouth of Christiana Creek)	— 1.45
26 "	Deep Water Point, New Jersey	— 1.42
29¼ "	New Castle, Delaware	— 1.51
33¾ "	Fort Delaware	— 2.02
39 "	Reedy Island Lighthouse	— 2.17
44¾ "	Liston's Point	— 3.15
48 "	Bombay Hook	— 3.27
65¾ "	Cross Ledge Lighthouse	— 4.40
77½ "	Brandywine Lighthouse	— 5.37
82½ "	Cape May	— 5.20
89 "	Cape Henlopen	— 5.42
110¾ "	Old Five Fathom Bank Lightship . . . . .	. . .
9¾ "	N. N. E. from the Old Lightship is the New Lightship . . . . .	. . .

AVERAGE DURATION OF TIDES.

	RISE. h.m.	FALL. h.m.
Philadelphia	5.06	7.19
New Castle	5.24	7.01
Cape Henlopen	6.17	6.08

	SPRING TIDES.	NEAP TIDES.	AVERAGE TIDES.
At Philadelphia	6.2 feet.	4.5 feet.	5.4 feet.
At New Castle	6.9 "	4.4 "	5.7 "
At Cape Henlopen	4.5 "	3.0 "	3.5 "

Compass Variation at Philadelphia, 6° Westerly.

COMMERCE OF THE PORT OF PHILADELPHIA.

American Vessels entered from Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1877	454	221,912	17	17,163
1878	506	245,212	26	27,402
1879	551	281,955	23	19,086
1880	474	282,362	10	8,744
1881	396	248,925	9	10,757
1882	456	283,374	9	12,052
1883	401	215,817	5	5,510
1884	414	200,933	2	1,761
1885	433	210,023	4	3,560
1886	417	127,518	4	1,070

Foreign Vessels entered from Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1877	409	276,386	286	196,904
1878	412	320,409	737	562,888
1879	694	649,772	643	493,742
1880	1,059	882,611	170	119,443
1881	730	577,355	144	109,092
1882	723	650,992	25	18,291
1883	599	548,004	61	44,375
1884	623	596,706	89	80,397
1885	743	770,958	107	92,634
1886	862	943,350	59	62,150

American Vessels cleared for Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1877	425	249,270	22	2,414
1878	460	277,913	30	4,533
1879	381	239,642	7	1,155
1880	313	228,428	34	10,534
1881	235	199,256	15	4,206
1882	337	242,883	34	8,966
1883	303	189,135	23	9,053
1884	265	149,591	23	7,548
1885	269	153,764	18	6,359
1886	243	143,810	13	4,340

Foreign Vessels cleared for Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1877	666	458,084	20	8,237
1878	1,111	848,973	21	13,943
1879	1,225	1,025,454	11	6,180
1880	1,136	899,996	22	10,579
1881	881	776,024	21	15,476
1882	643	564,399	24	20,009
1883	605	528,606	11	5,539
1884	619	586,687	22	16,641
1885	763	771,997	25	23,241
1886	695	725,587	32	17,418

Coastwise Arrivals.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1878	1,780	—	11	10	4,070	5,871
1879	1,681	2	36	26	4,707	6,452
1880	1,872	7	50	44	4,152	6,125
1881	1,657	5	47	50	3,549	5,308
1882	1,846	11	33	53	3,748	5,691
1883	1,777	7	49	56	3,980	5,869
1884	1,658	14	50	22	3,459	5,203
1885	1,633	25	42	20	3,008	4,728
1886	1,619	19	53	25	2,518	4,531

Coastwise Clearances.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1878	1,733	9	6	17	3,809	5,574
1879	1,782	14	35	54	4,251	6,136
1880	1,846	19	54	49	3,393	5,361
1881	1,667	9	60	73	3,581	5,390
1882	1,797	21	78	58	3,183	5,137
1883	1,728	10	37	55	3,249	5,079
1884	1,702	10	52	39	3,246	5,049
1885	1,707	9	58	48	2,914	4,736
1886	1,841	2	71	50	2,705	4,669

Arrivals at the Delaware Breakwater.

FROM FOREIGN PORTS *for Orders* DURING THE YEAR 1886.

	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Steamers . . .	2	9	3	2	3	7	4	6	0	0	1	0	37
Ships	4	6	2	1	3	4	6	3	1	4	1	0	35
Barks	7	21	10	14	30	31	15	7	8	3	3	4	153
Brigs	1	9	4	6	9	3	9	4	3	2	0	1	51
Schooners . .	4	19	16	15	16	9	2	5	4	1	3	2	96
	18	64	35	38	61	54	36	25	16	10	8	7	372

EXPORTS OF WHEAT AND CORN FOR THE PAST TEN YEARS.

From Ports on the Atlantic Coast, with Percentages from each Port.

PORTS.	MONTREAL.	* PORTLAND.	BOSTON.	NEW YORK.	PHILADELPHIA.	BALTIMORE.	NEW ORLEANS.	TOTALS.				
1877. Total Exports	9,625,593	815,107	0.8	4,199,886	4.1	21,704,191 W. 25,783,737 C.	2,550,619 W. 10,114,642 C.	4,332,792 W. 19,305,302 C.	23.4	2,744,081	2.7	101,174,863
1878. Total Exports	10,509,509	1,628,393	0.9	10,502,388	6.0	53,510,363 W. 26,118,892 C.	8,954,449 W. 19,652,826 C.	19,766,074 W. 16,543,812 C.	20.9	7,144,488	4.1	174,331,194
1879. Total Exports	22,700,000	963,891	0.5	11,057,454	5.0	60,541,234 W. 34,357,057 C.	16,814,572 W. 14,039,228 C.	30,869,104 W. 21,155,422 C.	23.8	6,315,605	2.9	218,816,567
1880. Total Exports	8,221,895 W. 7,065,745 C.	1,041,375 W. 1,329,811 C.	0.9 1.5	11,263,798 W. 3,275,665 C.	7.6 3.8	74,863,083 W. 34,640,089 C.	50.5 40.1	11,312,590 W. 16,579,644 C.	7.7 19.2	34,923,152 W. 14,604,364 C.	23.6 16.9	5,505,020 W. 8,855,579 C.
1881. Total Exports	15,287,640	2,371,186	1.0	14,539,463	6.3	109,509,172	46.9	27,892,234	11.9	49,527,516	21.2	14,560,599
1882. Total Exports	5,590,984 W. 3,209,988 C.	975,294 W. 232,959 C.	1.3 0.4	3,162,540 W. 8,000,995 C.	3.9 12.4	38,366,185 W. 27,554,077 C.	47.4 42.3	8,892,260 W. 6,099,434 C.	10.9 9.4	19,453,676 W. 12,097,376 C.	24.2 18.7	4,349,575 W. 7,892,259 C.
1883. Total Exports	8,800,952	1,208,283	0.8	11,168,635	7.6	65,920,262	45.2	14,991,694	10.4	31,551,052	21.6	12,041,834
1884. Total Exports	5,797,155 W. 516,230 C.	801,612 W. 11,948 C.	1.0 0.0	2,843,493 W. 2,174,420 C.	3.8 17.1	36,670,191 W. 7,253,895 C.	49.7 60.4	5,852,951 W. 808,599 C.	7.9 6.7	17,233,469 W. 1,132,407 C.	23.6 9.4	4,609,033 W. 253,790 C.
1885. Total Exports	6,313,385	813,560	0.9	5,017,813	5.8	43,924,086	51.2	6,661,550	7.7	18,365,876	21.5	4,862,823
1886. Total Exports	3,518,127 W. 4,122,182 C.	1,347,067 W. 296,670 C.	2.7 0.5	1,989,748 W. 4,555,009 C.	8.0 8.0	20,940,291 W. 22,849,200 C.	40.8 40.0	4,096,297 W. 5,304,993 C.	8.4 9.2	15,434,689 W. 10,285,875 C.	31.5 18.0	2,622,717 W. 9,856,041 C.
1887. Total Exports	7,640,309	1,643,727	1.5	6,544,757	6.1	42,898,811	41.0	9,401,240	8.8	25,720,564	24.0	12,477,758
1888. Total Exports	3,426,885 W. 2,936,050 C.	263,161 W. 1,283,600 C.	0.4 4.7	1,639,698 W. 4,156,483 C.	2.8 15.1	26,767,296 W. 9,492,200 C.	55.1 34.0	5,566,173 W. 1,744,252 C.	10.7 6.4	16,217,600 W. 4,943,010 C.	33.0 18.0	1,346,019 W. 3,975,626 C.
1889. Total Exports	5,462,935	1,536,761	2.0	5,796,681	6.9	36,256,496	43.8	7,310,425	11.3	21,160,610	25.0	5,321,645
1890. Total Exports	3,372,160 W. 1,945,898 C.	854,538 W. 458,551 C.	2.6 0.7	1,680,622 W. 3,778,823 C.	5.2 6.2	17,111,294 W. 27,414,189 C.	53.7 44.8	3,552,142 W. 5,929,242 C.	11.1 9.7	14,051,261 W. 4,048,287 C.	14.4 23.1	678,283 W. 7,902,910 C.
1891. Total Exports	5,318,058	1,313,119	1.4	5,458,945	5.9	44,328,483	47.9	9,461,436	10.1	18,629,548	20.1	7,981,193
1892. Total Exports	5,885,662 W. 3,910,209 C.	960,882 W. 411,555 C.	2.5 0.7	2,376,298 W. 3,025,673 C.	4.4 5.2	33,090,610 W. 20,999,705 C.	66.5 36.7	6,079,146 W. 1,857,333 C.	11.4 3.2	10,475,395 W. 13,138,229 C.	19.7 23.0	1,041,141 W. 7,896,339 C.
1893. Total Exports	9,795,871	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,337,480
	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,				

PETROLEUM.

Yearly Exports—1875 to 1886—Philadelphia, New York, Baltimore—Percentages Shipped each Year from each of the three Ports.

PORT.	1875.		1876.		1877.		1878.	
	Barrels.	Percentage of Total.	Barrels.	Percentage of Total.	Barrels.	Percentage of Total.	Barrels.	Percentage of Total.
Philadelphia	1,367,574	30.6	1,398,935	29.3	986,799	15.3	1,503,833	23.8
Baltimore	526,994	11.8	863,035	18.0	905,162	14.1	753,106	11.8
New York	2,577,308	57.6	2,515,292	52.7	4,539,278	70.6	4,074,044	64.4
Total	4,471,876	100.	4,777,262	100.	6,431,239	100.	6,330,983	100.

PORT.	1879.		1880.		1881.		1882.	
	Barrels.	Percentage of Total.	Barrels.	Percentage of Total.	Barrels.	Percentage of Total.	Barrels.	Percentage of Total.
Philadelphia	1,726,118	22.4	1,084,682	18.0	2,208,193	23.2	1,674,944	18.1
Baltimore	449,274	5.8	275,644	4.6	373,950	4.0	228,056	2.4
New York	5,533,803	71.8	4,660,111	77.4	6,933,005	72.8	7,366,312	79.5
Total	7,709,081	100.	6,020,437	100.	9,514,148	100.	9,269,312	100.

PORT.	1883.		1884.		1885.		1886.	
	Barrels.	Percentage of Total.	Barrels.	Percentage of Total.	Barrels.	Percentage of Total.	Barrels.	Percentage of Total.
Philadelphia	1,551,730	16.6	2,323,455	24.1	2,968,119	29.8	2,933,245	28.8
Baltimore	216,192	2.3	273,485	2.8	204,292	2.1	224,783	2.02
New York	7,604,081	81.1	7,065,606	73.1	6,771,745	68.1	7,012,621	69.00
Total	9,382,003	100.	9,662,546	100.	9,944,156	100.	10,170,649	100.

NOTE.—Cases are included in the above statistics, and are estimated at five to the barrel.

Importations of Sugar and Molasses at the Port of Philadelphia since the year 1870.

SUGAR.

	HOGSHEADS.	BOXES.	BAGS.	TONS.
1870	71,052	30,782	35,943	52,009
1871	75,191	34,747	46,263	56,271
1872	53,731	31,485	23,873	39,484
1873	69,970	35,662	68,698	53,294
1874	57,107	8,881	32,560	38,854
1875	50,016	15,250	23,969	34,306
1876	43,292	3,976	344	26,758
1877	35,392	2,042	5,464	22,021
1878	75,334	1,673	14,488	48,025
1879	93,918	1,010	3,762	58,980
1880	79,494	653	2,058	48,096
1881	61,486	554	49,576	45,602
1882	98,700	249	65,603	70,364
1883	89,442	150	126,841	73,517
1884	124,964	—	277,019	104,500
1885	99,825	1,210	475,551	110,508
1886	83,383	—	742,057	112,927

MOLASSES.

	HOGSHEADS.	GALLONS.		HOGSHEADS.	GALLONS.
1870	90,113	11,354,238	1879	101,615	13,204,230
1871	90,332	11,359,249	1880	97,306	12,985,830
1872	117,579	14,813,780	1881	68,675	9,378,025
1873	108,840	13,777,925	1882	115,843	15,707,051
1874	81,380	10,294,570	1883	66,699	8,804,042
1875	108,467	14,097,092	1884	90,597	12,306,230
1876	90,828	12,069,201	1885	114,023	15,514,455
1877	53,839	6,931,346	1886	138,260	17,973,800
1878	72,635	9,511,610			

Value of Exports and Imports at Philadelphia for the past Sixty-Six Years.

YEARS.	EXPORTS.	IMPORTS.	YEARS.	EXPORTS.	IMPORTS.
1821.....	\$7,392,217	\$8,158,922	1854.....	\$10,104,416	\$21,359,306
1822.....	9,047,802	11,974,170	1855.....	5,274,338	15,309,935
1823.....	9,617,192	13,696,770	1856.....	7,144,488	16,585,685
1824.....	9,364,893	11,865,531	1857.....	7,135,256	17,890,369
1825.....	11,269,981	15,041,797	1858.....	5,947,241	12,890,369
1826.....	8,331,722	13,551,779	1859.....	5,298,095	15,603,769
1827.....	7,575,833	11,212,935	1860.....	7,839,286	14,531,352
1828.....	6,051,480	22,884,408	1861.....	10,277,938	8,004,161
1829.....	4,090,025	10,100,152	1862.....	11,518,970	8,327,976
1830.....	4,291,793	8,702,122	1863.....	10,628,968	6,269,530
1831.....	5,513,713	12,124,083	1864.....	13,664,862	9,135,685
1832.....	3,516,066	10,678,358	1865.....	12,582,162	5,645,755
1833.....	4,078,951	10,451,250	1866.....	17,867,716	7,331,261
1834.....	3,989,746	10,479,268	1867.....	14,442,398	14,071,765
1835.....	3,739,275	22,389,937	1868.....	15,706,445	14,218,365
1836.....	3,971,555	15,068,233	1869.....	15,872,249	16,414,535
1837.....	3,841,599	11,680,111	1870.....	16,694,478	14,952,371
1838.....	3,477,151	6,260,371	1871.....	28,688,551	20,820,374
1839.....	5,299,415	15,050,714	1872.....	20,484,803	26,824,333
1840.....	6,820,145	8,464,882	1873.....	29,683,186	29,186,925
1841.....	5,152,501	10,346,698	1874.....	29,878,911	25,004,785
1842.....	3,770,727	7,385,858	1875.....	31,836,727	24,011,014
1843.....	2,354,948	3,760,630	1876.....	59,539,450	21,000,000
1844.....	3,535,246	7,217,367	1877.....	37,823,356	20,126,032
1845.....	3,574,363	8,159,227	1878.....	48,362,116	21,048,197
1846.....	4,751,005	7,989,396	1879.....	50,685,838	27,224,549
1847.....	8,544,391	9,587,516	1880.....	46,589,584	38,933,832
1848.....	5,732,333	11,147,584	1881.....	41,162,957	29,764,278
1849.....	5,343,421	10,645,500	1882.....	34,529,459	37,666,489
1850.....	4,501,606	12,066,154	1883.....	38,662,434	32,811,045
1851.....	5,356,039	14,168,751	1884.....	36,891,605	31,990,309
1852.....	5,828,571	14,785,917	1885.....	37,281,739	33,365,242
1853.....	6,527,996	18,834,410	1886.....	33,607,386	37,997,005

IMPORT DUTIES,

Showing the Receipts at the Philadelphia Custom House during the past Twelve Years.

MONTH.	1875.	1876.	1877.	1878.	1879.	1880.
January	\$431,486 69	\$630,856 21	\$420,395 57	\$434,069 17	\$577,910 68	\$978,399 28
February	789,873 70	649,665 35	508,904 73	499,363 27	496,120 78	947,827 91
March	1,006,668 55	1,028,531 34	803,101 19	710,886 80	1,077,808 73	1,326,407 17
April	775,211 25	814,586 09	577,671 55	729,190 05	1,000,561 29	1,436,409 26
May	776,387 71	784,760 81	588,618 67	751,331 01	912,757 89	1,492,796 67
June	721,211 75	737,457 38	486,934 33	718,591 52	983,546 26	1,172,035 85
July	722,332 75	532,282 37	488,338 62	740,813 24	860,457 55	1,254,780 63
August	665,042 11	692,385 42	740,084 23	758,606 24	883,823 22	1,086,013 98
September	740,252 70	532,025 79	637,616 29	806,914 58	1,038,922 26	991,763 51
October	664,965 40	514,658 47	508,471 44	666,088 35	1,006,083 20	819,930 93
November	617,884 98	521,136 33	356,948 80	507,638 00	794,092 69	791,438 65
December	413,413 76	403,999 93	394,321 90	479,845 05	820,984 45	649,805 46
Totals	\$8,324,761 35	\$7,842,345 49	\$6,511,397 39	\$7,803,337 28	\$10,453,069 00	\$12,947,629 30

MONTH.	1881.	1882.	1883.	1884.	1885.	1886.
January	\$607,159 01	\$835,474 33	\$891,129 73	\$1,006,216 94	\$907,821 13	\$1,002,923 52
February	778,406 37	1,040,452 08	690,451 87	1,126,276 23	922,560 75	1,092,940 42
March	1,115,244 20	1,310,155 33	1,072,532 24	1,243,388 17	1,300,017 06	1,279,435 96
April	965,776 81	1,014,322 12	1,014,174 44	1,223,773 62	1,300,559 87	1,506,688 91
May	1,104,337 57	1,388,606 05	1,013,865 86	1,256,618 43	1,298,058 78	1,391,298 23
June	1,003,618 45	1,234,594 97	1,254,794 83	1,061,102 32	1,119,386 81	1,377,163 55
July	845,467 03	1,284,109 65	1,209,548 87	1,036,349 85	1,215,685 86	1,480,134 24
August	946,129 03	1,280,762 70	1,112,435 22	1,002,643 64	1,119,871 74	1,573,827 86
September	878,870 67	1,108,550 89	1,059,780 50	1,217,365 96	1,316,957 75	1,665,951 81
October	895,489 74	963,141 88	994,171 10	894,167 13	1,191,388 99	1,234,724 87
November	717,542 93	708,253 88	746,432 38	708,681 67	1,021,186 96	1,309,680 96
December	644,810 92	799,389 92	775,061 92	621,547 94	1,027,703 89	1,267,331 02
Totals	\$10,502,852 73	\$12,994,813 70	\$11,834,368 96	\$12,398,131 90	\$13,801,190 61	\$16,182,101 35

Average Weights of the Principal Articles of American Export.

		LBS.
Hogshead	of Bark	2,275
"	" Tallow	1,250
"	" Tobacco (Maryland and Ohio)	900
"	" " (Kentucky and Wisconsin)	1,800
"	" " (Virginia, Indiana and Missouri)	1,500
Tierce	" Lard	390
"	" Beef	520
Barrel	" Refined Petroleum	400
"	" Crude Petroleum	390
"	" Residuum	440
"	" Naphtha	360
"	" Pork	320
"	" Flour	216
"	" Rosin	375
Case	" Petroleum	81
Box	" Bacon	540
Bag	" Oil Cake	220
Bale	" Cotton	450
Bushel	" Wheat	60
"	" Indian Corn	56
"	" Rye	56
"	" Barley	48
"	" Oats	32
"	" Clover Seed	60
"	" Peas	60
Gallon	" Refined Petroleum (gallon of water, 8 lbs.)	6½
"	" Naphtha	5¾
"	" Crude Petroleum	6½
"	" Residuum	7½

Table of Freight Equivalents.

PER 60 LBS.		PER 100 LBS.		PER 250 LBS.		PER 2240 LBS.	
<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
$\frac{1}{4}$ and 5 % primage.		$\frac{1}{4}$ 5 % primage incl'd.		0	$\frac{1}{4}$ without primage.	0	$9\frac{1}{2}$ and 5 % primage.
$\frac{1}{2}$	"	$\frac{1}{2}$	"	0	$\frac{1}{2}$	1	$6\frac{2}{3}$
$\frac{3}{4}$	"	$\frac{3}{4}$	"	0	$\frac{3}{4}$	2	4
1	"	1	"	0	1	3	$1\frac{1}{2}$
$1\frac{1}{4}$	"	$1\frac{1}{4}$	"	0	$1\frac{1}{4}$	3	$10\frac{2}{3}$
$1\frac{1}{2}$	"	$1\frac{1}{2}$	"	1	0	4	8
$1\frac{3}{4}$	"	$1\frac{3}{4}$	"	1	$\frac{1}{4}$	5	$5\frac{1}{3}$
2	"	2	"	1	$\frac{1}{2}$	6	$2\frac{2}{3}$
$2\frac{1}{4}$	"	$2\frac{1}{4}$	"	1	$\frac{3}{4}$	7	0
$2\frac{1}{2}$	"	$2\frac{1}{2}$	"	1	1	7	$9\frac{1}{3}$
$2\frac{3}{4}$	"	$2\frac{3}{4}$	"	1	$1\frac{1}{4}$	8	$6\frac{1}{3}$
3	"	3	"	2	1	9	4
$3\frac{1}{4}$	"	$3\frac{1}{4}$	"	2	$\frac{1}{2}$	10	$1\frac{1}{3}$
$3\frac{1}{2}$	"	$3\frac{1}{2}$	"	2	$\frac{3}{4}$	10	$10\frac{2}{3}$
$3\frac{3}{4}$	"	$3\frac{3}{4}$	"	2	1	11	8
4	"	4	"	2	1	12	$5\frac{1}{3}$
$4\frac{1}{4}$	"	$4\frac{1}{4}$	"	2	$1\frac{1}{4}$	13	$2\frac{2}{3}$
$4\frac{1}{2}$	"	$4\frac{1}{2}$	"	3	1	14	0
$4\frac{3}{4}$	"	$4\frac{3}{4}$	"	3	$\frac{1}{2}$	14	$9\frac{1}{3}$
5	"	5	"	3	$\frac{3}{4}$	15	$6\frac{2}{3}$
$5\frac{1}{4}$	"	$5\frac{1}{4}$	"	3	1	16	4
$5\frac{1}{2}$	"	$5\frac{1}{2}$	"	4	0	17	$1\frac{1}{3}$
$5\frac{3}{4}$	"	$5\frac{3}{4}$	"	4	$\frac{1}{4}$	17	$10\frac{2}{3}$
6	"	6	"	4	$\frac{1}{2}$	18	8
$6\frac{1}{4}$	"	$6\frac{1}{4}$	"	4	$\frac{3}{4}$	19	$5\frac{1}{3}$
$6\frac{1}{2}$	"	$6\frac{1}{2}$	"	4	1	20	$2\frac{2}{3}$
$6\frac{3}{4}$	"	$6\frac{3}{4}$	"	4	1	21	0
7	"	7	"	4	1	21	$9\frac{1}{3}$
$7\frac{1}{4}$	"	$7\frac{1}{4}$	"	5	0	22	$6\frac{2}{3}$
$7\frac{1}{2}$	"	$7\frac{1}{2}$	"	5	$\frac{1}{4}$	23	4
$7\frac{3}{4}$	"	$7\frac{3}{4}$	"	5	$\frac{1}{2}$	24	$1\frac{1}{3}$
8	"	8	"	5	$\frac{3}{4}$	24	$10\frac{2}{3}$
$8\frac{1}{4}$	"	$8\frac{1}{4}$	"	5	1	25	8
$8\frac{1}{2}$	"	$8\frac{1}{2}$	"	5	1	26	$5\frac{1}{3}$
$8\frac{3}{4}$	"	$8\frac{3}{4}$	"	6	0	27	$2\frac{2}{3}$
9	"	9	"	6	$\frac{1}{4}$	28	0
$9\frac{1}{4}$	"	$9\frac{1}{4}$	"	6	$\frac{1}{2}$	28	$9\frac{1}{3}$
$9\frac{1}{2}$	"	$9\frac{1}{2}$	"	6	$\frac{3}{4}$	29	$6\frac{2}{3}$
$9\frac{3}{4}$	"	$9\frac{3}{4}$	"	6	1	30	4
10	"	10	"	7	0	31	$1\frac{1}{3}$
$10\frac{1}{4}$	"	$10\frac{1}{4}$	"	7	$\frac{1}{4}$	31	$10\frac{2}{3}$
$10\frac{1}{2}$	"	$10\frac{1}{2}$	"	7	$\frac{1}{2}$	32	8
$10\frac{3}{4}$	"	$10\frac{3}{4}$	"	7	$\frac{3}{4}$	33	$5\frac{1}{3}$
11	"	11	"	7	1	34	$2\frac{2}{3}$
$11\frac{1}{4}$	"	$11\frac{1}{4}$	"	8	0	35	0
$11\frac{1}{2}$	"	$11\frac{1}{2}$	"	8	$\frac{1}{4}$	35	$9\frac{1}{3}$
$11\frac{3}{4}$	"	$11\frac{3}{4}$	"	8	$\frac{1}{2}$	36	$6\frac{2}{3}$
12	"	12	"	8	$\frac{3}{4}$	37	4
$12\frac{1}{4}$	"	$12\frac{1}{4}$	"	8	1	38	$1\frac{1}{3}$
$12\frac{1}{2}$	"	$12\frac{1}{2}$	"	9	0	38	$10\frac{2}{3}$
$12\frac{3}{4}$	"	$12\frac{3}{4}$	"	9	$\frac{1}{4}$	39	8
13	"	13	"	9	$\frac{1}{2}$	40	$5\frac{1}{3}$

LIST OF STEAM TUGS IN SERVICE AT PHILADELPHIA,

With their Tonnage, Cylinder and Owners or Agents.

NAMES.	TON'GE.	CYLINDER.	OWNERS OR AGENTS.
A. L. Archambault . . .	18	14x14	Samuel Vaughn.
Albert N. Hughes . . .	50	15x26x $1\frac{1}{2}$	A. S. Hughes.
Altoona	64	22x18	Pennsylvania Railroad Company.
Annie	7	8x12	Michael Bougher.
Arctic	34	14x14	Charles Walker.
Argonauta	71	15x26x $1\frac{8}{3}$	Joseph F. Bowker.
Argus	171	20x40x $2\frac{16}{12}$	Geo. W. Pride & Son.
Atlantic	50	18x18	Philadelphia & Reading Railroad.
Ann J. Laughlin . . .	51	20x20	John Laughlin.
Battler	170	20x34x26	Geo. W. Beck.
Ben Hooley	33	18x18	E. Harmer.
Bertha	27	17x17	D. B. Hallinger, Agent.
Bruce	118	30x30	S. & J. M. Flanagan.
Carlos	18	14x14	Wm. Higman.
Champion	48	18x18	S. & J. M. Flanagan.
Chas. H. Toy	14	14x14	Eugene H. Cathrall.
Chesapeake	66	20x22	Wm. P. Clyde & Co.
Christiana Baird . . .	18	17x17	David Baird.
City Ice Boat, No. 1 . .	326	40x 7 feet.	City of Philadelphia, 188x60.3 x12.
City Ice Boat, No. 2 . .	458	48x 8 feet.	City of Philadelphia, 206x67.8 x14.
City Ice Boat, No. 3 . .	637	50x 9 feet.	City of Philadelphia, 216x71.8 x15.
Clara E. Uhler	44	17x17	T. M. Uhler.
Clyde	33	20x20	Wm. P. Clyde & Co.
Col. C. G. Sawtelle . .	47	20x18	S. & J. M. Flanagan.
Col. S. L. Brown . . .	42	18x18	F. A. Churchman.
Col. Thos. A. Scott . .	154	53x120	S. & J. M. Flanagan.
Comet			American Dredging Company.
Commodore Foote . . .	77	24x20	S. & J. M. Flanagan.
"Cynthia, No. 2" . . .	109	17x30x 2 feet.	P. Hammerschlag.
C. & E. Lenox	38	17x17	D. W. Lenox.
David Smyth	14	12x12	Jas. Gallagher.
Deo Volente			National Dredging Company.
E. L. Cain	35	17x17	A. S. Hughes.
Edith	25	14x14	S. & J. M. Flanagan.
Ellen McAvoy	28	14x14	Wm. McAvoy.
Emily	25	14x14	Augustus Wall.
Eva Belle Cain	20	14x14	Frank H. Brown.
Eutaw	89	26x24	S. & J. M. Flanagan.
Evening Star	27	15x15	Dennis McDevitt.
F. A. Churchman	48	18x18	F. A. Churchman.
Fairmount	25	14x14	Jno. G. Voight.
Fannie Lenox	39	16x16	John Reese.
Fidget	28	14x14	Chas. Warner & Co.
Fleetwing	17	10x10	P. Semple & Sons.
Frank Pidgeon, Jr. . .	24	14x14	John Reese.
Geo. B. Kerfoot	28	18x18	A. S. Hughes.
Geo. E. Weed			John Roach & Son.
Geo. E. Titus	30	14x16	S. R. Boyer.
Geo. J. Simpson	53	17x17	Thos. Winsmore.
Geo. W. Pride, Jr. . .	175	20x35x $2\frac{5}{12}$	Geo. W. Pride & Son.
Gen. G. Mott	48	17x20	D. B. Hallinger.
Gen. W. T. Sherman . .	58	22x22	S. & J. M. Flanagan.
Gladisfen			Benjamin W. Robinson.
Ham'n Disston	31	16x16	E. B. Hand.
Harry	16	12x12	Augustus Walls.
Harry Schaubel, Jr. . .	30	12x14	E. B. Hand.
Henry C. Fox	20	14x14	Michael Jerico.
Irwin	13	12x12	Richard Banks.
Ivanhoe	125	16x28x $1\frac{8}{3}$	Geo. W. Pride & Son.

LIST OF STEAM TUGS IN SERVICE AT PHILADELPHIA,

With their Tonnage, Cylinder and Owners or Agents.

NAMES.	TON'GE.	CYLINDER.	OWNERS OR AGENTS.
Jas. McCaulley	15	15x24x28	James McCaulley.
J. B. Kirby	15	10x12	Michael Bougher.
J. C. Bradley	46	17x17	Jas. McCaulley.
J. L. Pusey	47	20x20	Philadelphia and Reading Railroad.
J. W. Paxson	27	15x15	
James	36	16x16	Dan'l Molyneaux.
Jamesburg			Pennsylvania Railroad.
Jas. B. Alexander	14	12x12	Geo. Murray.
Jas. Baird	14	12x16	James Gallagher.
John Laughlin, Jr.			John Laughlin.
Jno. P. Levy	36	20x20	S. & J. M. Flanagan.
Joseph Zane			Geo. W. Beck.
Josephine Lincoln			T. M. Uhler.
Josie	16	12x12	
Juno	84	15x26x 1 ⁸ / ₁₂	Red Star Tugs, Chas. E. Davis, Jr., Agent.
Katie M. Hagan	18	14x14	James Gallagher.
Kensington	34	15x15	E. B. Hand.
Keystone	21	12x16	Jno. McGrody.
Kirkland			National Dredging Company.
L. F. Cooper	24	14x14	Curtis Tracey.
Laura	24	14x14	S. & J. M. Flanagan.
Leader	27	14x14	George Williams.
Lizzie Crawford	53	17x17	Thomas Winsmore.
Lookout	25	17x16	Wm. P. Clyde & Co.
Martin Dallman	17	14x14	Wm. Snyder.
Mary Louise	36	18x18	Coe & Richmond.
Mary E. Laughlin	39	15x15	John Laughlin.
Mary R. Corr	26	14x16	M. Corr.
May T. White	38	17x17	American Dredging Company.
Meteor	95	14x32x2 ² / ₁₂	Chas. Warner & Co.
Minnie	20	14x14	J. McKeefrey.
Monitor	61	20x20	Philadelphia and Reading Railroad.
Nellie S. Tygert	17	14x14	Louis Boyer.
New Castle	49	20x20	Red Star Tugs, Chas. E. Davis, Jr., Agent.
North America	279	40x 31 ⁶ / ₁₂	Insurance Company of North America.
Protector	125	16x32x24	Joseph F. Bowker.
Rattler	170	20x40x26	Geo. W. Beck.
Rebecca	39	16x16	Robt. Patterson & Son.
Relief	17	14x14	John Foster.
Republic	126	34x32	S. & J. M. Flanagan.
Rescue	80	12x20x20	Jas. McCaulley.
S. A. McCaulley	84	20x24	Jas. McCaulley.
S. Shaw	24	14x14	Harry West.
Sam'l L. Snyder	13	14x12	Enoch Massey.
Sommers N. Smith	48	16x16	E. B. Hand.
Startle	33	17x17	Selinda A. Molloy.
Stephen Flanagan	42	18x18	American Dredging Company.
T. M. Uhler	10	14x14	Geo. R. Murray.
Tecumseh	105	30x30	S. & J. M. Flanagan.
Thos. J. Schuyler			John T. Gould.
Thos. J. Yorke, Jr.	46	17x17	Jas. McCaulley.
Truro	24	16x16	A. S. Hughes.
Uncle Mike		12x12	Michael Bougher.
Varuna		22x22	Pennsylvania Railroad Company.
Visitor	12	14x14	James Morgan.
Wicaco	114	30x26	S. & J. M. Flanagan.
William Cramp	57	17x17	J. W. Woolston.
William Schaubel, Sr.	46	17x17	E. B. Hand.
W. W. Graham	30	14x14	John Reese.
Willie Welsh	66	20x22	Pennsylvania Railroad Company.

MEMBERSHIP.

INSURANCE COMPANIES.

INSURANCE COMPANY OF NORTH AMERICA, 232 Walnut Street.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, S. E. corner Third and Walnut Streets.

UNION INSURANCE COMPANY, S. W. corner Third and Walnut Streets.

BANKS.

BANK OF NORTH AMERICA, 307 Chestnut Street.

CENTRAL NATIONAL BANK, 109 South Fourth Street.

COLUMBIAN BANK, THE, 433 Chestnut Street.

CORN EXCHANGE NATIONAL BANK, N. E. corner Second and Chestnut Streets.

FARMERS AND MECHANICS' NATIONAL BANK, 427 Chestnut Street.

FIRST NATIONAL BANK, 315 Chestnut Street.

GIRARD NATIONAL BANK, Third Street, below Chestnut Street.

GUARANTEE TRUST AND SAFE DEPOSIT COMPANY, 320 Chestnut Street.

MANUFACTURERS' NATIONAL BANK, 25 North Third Street.

PENN NATIONAL BANK, S. W. corner Seventh and Market Streets.

PHILADELPHIA NATIONAL BANK, 423 Chestnut Street.

TRADESMEN'S NATIONAL BANK, 113 South Third Street.

RAILROAD AND TRANSPORTATION COMPANIES.

PENNSYLVANIA RAILROAD COMPANY, 233 South Fourth Street.

PHILADELPHIA AND READING RAILROAD COMPANY, 227 South Fourth Street.

LEHIGH VALLEY RAILROAD COMPANY, 228 South Third Street.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD COMPANY, 233 South Fourth Street.

BALTIMORE AND OHIO RAILROAD COMPANY, S. W. corner Chestnut and Fourth Streets.

NORFOLK AND WESTERN RAILROAD COMPANY, 333 Walnut Street.

LEHIGH COAL AND NAVIGATION COMPANY, 226 South Third Street.

ERIE AND WESTERN TRANSPORTATION COMPANY, 234 South Fourth Street.

PHILADELPHIA TRANSPORTATION AND LIGHTERAGE COMPANY, 108 Walnut Street.

BALTIMORE AND PHILADELPHIA STEAMBOAT COMPANY, 28 South Delaware Avenue (A. Groves, Jr., Agent).

STEAMSHIP COMPANIES.

INTERNATIONAL NAVIGATION COMPANY, (American and Red Star Lines) 307 Walnut Street (Peter Wright & Sons, General Agents).

CLYDE'S STEAMSHIP LINE, 12 South Delaware Avenue (Wm. P. Clyde & Co., Agents).

BOSTON AND PHILADELPHIA STEAMSHIP COMPANY, 338 South Delaware Avenue (H. Winsor & Co., Agents).

OCEAN STEAMSHIP COMPANY, of SAVANNAH, 13 South Third Street (W. L. James, Agent).

CUNARD STEAMSHIP COMPANY AND GUION LINE, 339 Chestnut Street (James Hogan, Agent).

INMAN AND INTERNATIONAL STEAMSHIP COMPANY, Limited, 307 Walnut Street. (Peter Wright & Sons, General Agents).

ALLAN LINE (Philadelphia and Glasgow), 101 Walnut Street (Wm. Brockie, Agent).

EARN-LINE STEAMSHIP COMPANY, Limited, 224 South Third Street (Geo. E. Earnshaw, Agent).

NEWSPAPERS.

"NORTH AMERICAN," N. W. corner Seventh and Chestnut Streets.

"THE PRESS," S. W. corner Seventh and Chestnut Streets.

"PUBLIC LEDGER," S. W. corner Sixth and Chestnut Streets.

"THE RECORD," 619 Chestnut Street.

"THE TIMES," S. W. corner Eighth and Chestnut Streets.

"THE INQUIRER," N. E. corner Tenth and Chestnut Streets.

"COMMERCIAL LIST AND PRICE CURRENT," 241 Dock Street.

MEMBERSHIP.

No. of
Certificate.

- 19.....Adams, S. D., & Co., 138 South Second Street.
- 20.....Admiralty Surveyors, Board of, 140 Walnut Street.
- 21.....Alburger, J. T., & Co., 414-416 South Front Street.
- 22.....Alburger, W. H., 2442 Columbia Avenue.
- 23.....Allison Manufacturing Company, The, Thirty-second and Walnut Sts.
- 329.....Atlantic & Gulf Wrecking Co., Somers Point, N. J.
- 296.....Atlantic Refining Company, The, 307 Walnut Street.

- 25.....Bailey, John T., & Co., 22 South Sixth Street.
- 240.....Baizley, John, 522 South Delaware Avenue.
- 326.....Baltimore & Ohio Railroad Co., S. W. cor. Chestnut and Fourth Streets.
- 304.....Baltimore & Philadelphia Steamboat Co., 28 South Delaware Avenue
- 26.....Barker Bros. & Co., 125 South Fourth Street.
- 27.....Bartol, Geo. E., 139 South Front Street.
- 28.....Baumgardner, Woodward & Co., 38 & 40 South Delaware Avenue.
- 301.....Beck, George W., 111 Walnut Street.
- 342.....Beling, Niemeyer & Wessels, 302 Walnut Street.
- 29.....Berwind White Coal Mining Co., 216 South Third Street.
- 308.....Biddle & Ward, 208 South Fifth Street.
- 31.....Boney, Morris, 126 Noble Street.
- 231.....Boraef, L. Shuster, 621 North Thirteenth Street.
- 32.....Bosshardt & Wilson, 303 Walnut Street.
- 260.....Bowden, N., & Sons, 528 Barren Street.
- 272.....Bowker, Jos. F., 204 Walnut Street.
- 310.....Bradlee & Co., 816 Richmond Street.
- 309.....Brady, Owen, 18 South Delaware Avenue.
- 1.....Brockie, William, 101 Walnut Street.
- 33.....Brooke, F. M. & H., Chamber of Commerce, Room 18.
- 34.....Brown Bros. & Co., S. E. cor. Fourth & Chestnut Streets.
- 35.....Bumm, Wm., & Sons, Race Street Wharf.
- 37.....Burnham, Parry, Williams & Co., 220 South Fourth Street.

- 8.....Cabada, E. F., & Co., 112 Walnut Street.
- 39.....Carhart, J. L., Chamber of Commerce, Room 2.
- 40.....Carson, Geo. C., & Co., 141 South Front Street.
- 289.....Carter, T. J., & Co., Camden, N. J.

- 9.....Castner & Curran, 308 Walnut Street.
 12.....Catherwood, J. H., & Co., Front and Chestnut Streets.
 41.....Cathrall, E. H., 5 Walnut Street.
 43.....Central National Bank, 109 South Fourth Street.
 44.....Chester Oil Company, S. E. cor. Third and Walnut Streets.
 223.....Childs, Geo. W., Sixth and Chestnut Streets.
 45.....Churchman, F. A., 127 Walnut Street.
 47 } ...Clyde, W. P., & Co., 12 South Delaware Avenue.
 317 }
 48.....Coates, E. H., & Co., 116 Chestnut Street.
 267.....Columbian Bank, The, 433 Chestnut Street.
 285.....Commercial List Publishing Co., 241 Dock Street.
 235.....Cook, Samuel C., 124 South Front Street.
 50.....Cope Bros., 1 Walnut Street.
 51.....Corcoran, John, 217 Union Street.
 52.....Corn Exchange National Bank, N. E. corner Second and Chestnut Streets.
 3.....Craig, John F., & Co., 143 South Front Street.
 54.....Cramp, The William, & Sons, Ship and Engine Building Co., Beach and Norris Streets.
 320.....Crow, Alexander, & Son, 2212 Linn Street.
 56.....Cummings, Chas. H., 307 Walnut Street.
 58.....Cushman, Charles W., 224 Walnut Street.
 59.....Damon, A. F., & Co., 149 South Front Street.
 60.....Dando Printing and Publishing Co., 34 South Third Street.
 61.....Darrah & Elwell, 512 South Delaware Avenue.
 62.....Davis, Chas. W., Old Navy Yard.
 255.....Delaware Mutual Safety Insurance Company, S. E. corner Third and Walnut Streets.
 294.....Delaware Pilots, James Collins, Agent, 202 South Second Street.
 64.....Delaware Sugar House, Reed Street and Delaware Avenue.
 327.....Disston, Henry & Sons, P. O. Box, 1537, Philadelphia.
 66.....Descovich & Co., 225 Dock Street.
 340.....Donaldson & Duncan, 326 Walnut Street.
 70.....Drexel & Co., S. E. corner Fifth and Chestnut Streets.
 71.....Dunn Bros., 127 South Fourth Street.
 243.....Durkee, A. R., & Co., 136 Walnut Street.
 277.....Earnshaw, Alfred, 203 Walnut Place.
 314.....Earnshaw, George E., 224 South Fourth Street.
 291.....Ebersole & Andersen, 126 South Second Street.

- 73.....Elkins, Geo. W., 125 North Water Street.
 261.....Ellicott, R. W., Jr., 1404 Moyamensing Avenue.
 75.....Elliott's Sons & Co., 109 South Third Street.
 76.....Ellison, J. B., & Sons, 24 South Sixth Street.
 325.....Engstrom & Co., 138 Walnut Street.
 77.....Erie and Western Transportation Co., 234 South Fourth Street.

 78.....Farmers and Mechanics' National Bank, 427 Chestnut Street.
 80.....Fergusson Bros., 102 Chestnut Street.
 81.....Field, S. & F., 142 South Front Street.
 82.....First National Bank, 315 Chestnut Street.
 83.....Fitler, E. H., & Co., 23 North Water Street.
 2.....Fitzpatrick, Philip, 106 Walnut Street.
 85.....Flanagan, S. & J. M., 410 South Delaware Avenue.
 315.....Flanders & Pugh, 419 Walnut Street.

 236.....Gallagher & Corning, 313 South Third Street.
 88.....Gardiner, John, & Co., Twenty-first Street and Washington Avenue.
 299.....Gerlach, Wm., 310 Callowhill and 437 Chestnut Streets.
 16.....Gibbons & Gibbons, 244 South Third Street.
 13.....Gill & Fisher, Limited, Merchants' Exchange Building, Room 22.
 89.....Girard National Bank, Third and Dock Streets.
 90.....Girard Point Storage Company, 305 Walnut Street.
 91.....Graeff, Wilcox & Co., 318 Walnut Street.
 63.....Guarantee Trust and Safe Deposit Company, 320 Chestnut Street.
 15.....Guimaraes, Jose de Bessa, 130 Walnut Street.

 335.....Hagan, Peter, 136 Walnut Street.
 6.....Hagar, W. F., & Co., 111 Walnut Street.
 94.....Hallinger, D. B., 217 Walnut Street.
 95.....Hamel, J. B., Jr., & Co., 105 Walnut Street.
 96.....Hammerschlag, P., 202 Walnut Street.
 97.....Hampton, J. W., Jr., & Co., 420 Library Street.
 14.....Hancock & Co., 135 South Second Street.
 290.....Hand, Edward B., 202 Walnut Street.
 100.....Harkness, Samuel, 147 South Front Street.
 102.....Harrison, Frazier & Co., 101 South Front Street.
 336.....Harriss & Northrop, 221 Dock Street.
 298.....Hart, Wm. R., & Co., 226 Walnut Street.
 319.....Heyl Brothers, corner Washington Avenue and Otsego Street.
 311.....Hitz, E., 309 Walnut Street.
 286.....Hoffer, David, 1722-24-26 Fairmount Avenue.

- 107.....Hoffman, J. W., & Co., 208 South Fourth Street.
 109.....Hogan, James, 339 Chestnut Street.
 338.....Holbrook & Katz, 128 Walnut Street.
 18.....Hough, Isaac, & Co., 105 Walnut Street.
 253.....Howell, Wm., Jr., 113 Walnut Street.
 111.....Hughes, A. S., 119 Walnut Street.

 339.....Inman and International Steamship Co., Limited, 307 Walnut Street.
 112.....International Navigation Company, 307 Walnut Street.
 328.....Investment Co., of Philadelphia, 310 Chestnut Street.

 280.....Johnson & Higgins, 113 Walnut Street.
 113.....Johnson, Lawrence & Co., 109 Walnut Street.
 281.....Juragua Iron Co., Limited, The, 208 South Fourth Street.
 113.....Justice, Bateman & Co., 122 South Front Street.

 116.....Kelley, A. D., 132 South Delaware Avenue.
 330.....Kerfoot, Geo. B., & Co., 206 North Delaware Avenue.
 117.....Kerr, Alex., Bro. & Co., Pier 8, North Delaware Avenue.
 233.....Kingsley, J. E., & Co., Continenal Hotel.
 118.....Knickerbocker Ice Company, S.W. Cor. Arch and Sixth Streets.
 119.....Knight, E. C., & Co., S. E. corner Water and Chestnut Streets.

 305.....Latta, William J., Broad Street Station.
 273.....Lauer's, Joseph, Sons, 522 South Delaware Avenue.
 125.....Lehigh Coal and Navigation Company, 226 South Third Street.
 218.....Lehigh Valley Railroad Company, 228 South Third Street.
 126.....Lennig, Chas., & Co., Limited, 112 South Front Street.
 128.....Levis, Henry, & Co., 234 South Fourth Street.
 130.....Lloyd, Malcolm, 309 Walnut Street.
 131.....Lockwood Bros. & Holly, 307 Walnut Street.
 247.....Logan, Emery & Weaver, 319 Walnut Street.

 276.....Manufacturers' National Bank, 25 North Third Street.
 345.....Maritime Publishing Co., 241 Dock Street.
 134.....Mather & Co., 231 Walnut Street.
 135.....Mathews, J. M., 303 Walnut Street.
 313.....May, Jonathan, & Sons, 500 South Delaware Avenue.
 137.....May, H. D., & Co., 113 Walnut Street.
 274.....Mellor & Rittenhouse, 218 North Twenty-second Street.
 139.....Merchants' Police, James P. Lindsay, Manager, 516 South Delaware Avenue.

- 334.....Meissner, Ackermann & Co., N. Y.
- 333.....Moe, P., & Co., 122 South Second Street.
- 142.....Moelling & Autenreith, 17 Bank Street.
- 297.....Molloy, S. A., 304 Monroe Street.
- 300.....Morris, Maull & Co., Lewes, Delaware.
- 225.....Morris, Wheeler & Co., 400 Chestnut Street.
- 239.....Murphy, Cook & Co., 217 Walnut Street.
- 292.....McCahan, W. J., & Co., 147 South Front Street.
- 144.....McCaulley, James, 212 Walnut Street.
- 145.....McFadden, G. H., & Bro., 121 Chestnut Street.
- 146.....McHenry, A. R., & Co., 113 Walnut Street.

- 316.....Neafie & Levy, 1365 Beach Street.
- 318.....Norfolk & Western Railroad Co., The, 333 Walnut Street.
- 149.....North America, Bank of, 307 Chestnut Street.
- 212.....North America, Insurance Company of, 232 Walnut Street.

- 344.....O'Brien & Sneden, 112 Walnut Street.
- 151.....Ocean Steamship Company, of Savannah, 13 South Third Street.

- 153.....Penn National Bank, S. W. corner Market and Seventh Streets.
- 293.....Pennsylvania Pilots, Wm. Young, Agent, 129 Walnut Street.
- 216.....Pennsylvania Railroad Company, 233 South Fourth Street.
- 154.....Pennsylvania Salt Manufacturing Company, 140 South Delaware Ave.
- 256.....Pennsylvania Steel Company, 208 South Fourth Street.
- 332.....Pennsylvania Warehousing and Safe Deposit Co., 102 Walnut St.
- 252.....Philadelphia Chamber of Commerce, 131, 133, 135 South Second St.
- 302.....Philadelphia Fruit Company, 54 North Delaware Avenue.
- 157.....Philadelphia Grain Elevator Company, Rooms 15 and 17, Chamber of Commerce.
- 158.....Philadelphia National Bank, 423 Chestnut Street.
- 217.....Philadelphia & Reading Railroad Company, 227 South Fourth St.
- 303.....Philadelphia Transportation and Lighterage Company, 108 Walnut Street.
- 159.....Philadelphia Warehouse Company, 235 Dock Street.
- 219.....Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth Street.
- 162.....Pride, Geo. W., & Son, 502 South Delaware Avenue.
- 163.....Prichett, Baugh & Co., 129 South Second Street.
- 161.....Powel, R. Hare & Co., 419 Walnut Street.

- 164.....Randolph & Jenks, 115 Chestnut Street.
 166.....Reakirt Bro. & Co., 218½ Walnut Street.
 246.....Reese, John (ship chandler), 217 Lodge Street.
 262.....Reese, John (tug boats), 21 Christian Street.
 167.....Ridgway, Jacob E., 203 Walnut Place.
 168.....Riggs & Bro., 221 Walnut Street.
 211.....Roe, Livingston, 52 Broad Street, New York City.
 346Rubelli, L., 106 Walnut Street.
 312.....Ruger, Theodor, & Co., 216½ Walnut Street.

 170.....Samuel, E., & Co., 330 Walnut Street.
 172.....Scott, John C., & Sons, 335 Walnut Street.
 173.....Sellers, Wm., & Co., 1600 Hamilton Street.
 175.....Sharpless, J. M., & Co., 20 and 22 North Front Street.
 341.....Shultz, Harry R., 400 Library Street.
 177.....Simpson, A. S., & Bro., 833 Swanson Street.
 224.....Singerly, William M., 917 Chestnut Street.
 178.....Smith, Chas., & Sons, 47 South Third Street.
 181.....Souder, Edmund A., & Co., 216½ Walnut Street.
 324.....Stearly, Wilson & Co., 127 Walnut Street.
 184.....Steel, James, & Co., 111 Walnut Street.
 11.....Stetson, D. S., & Co., 109 Walnut Street.
 185.....Sutton & Co., 147 South Front Street.

 306.....Thomas, Edgar G., 307 Walnut Street.
 347.....Tradesmen's National Bank, 113 South Third Street.

 187.....Uhler, Taylor M., 234 North Delaware Avenue.
 215.....Union Insurance Company, S.W. corner Third and Walnut Streets.

 257.....Walbaum, Wm. H., & Co., 206 South Fourth Street.
 194.....Warr & Canby, 27 North Water Street.
 196.....Wattson, Thos., & Sons, 129 South Front Street.
 327.....Weeks, John H., 400 Chestnut Street.
 323.....Wells & Stockham, 228 Dock Street.
 197.....Welsh, S. & J., 304 Walnut Street.
 198.....Wesenberg & Co., 122 South Second Street.
 4.....Westergaard, L., & Co., 138 South Second Street.
 199.....Whitall, Tatum & Co., 410 Race Street.
 200.....Wigton, R. B., & Sons, 332 Walnut Street.
 201.....Wilson, Walter G., 214 North Front Street.
 263.....Winsmore, Thomas, Queen and Swanson Streets.

- 202.....Winsor, Henry, & Co., 338 South Delaware Avenue.
 331.....Wister, L. & R., & Co., 257 South Fourth Street.
 204.....Wood, R. D., & Co., 400 Chestnut Street.
 207.....Workman & Co., 123 Walnut Street.
 5.....Wright, Peter, & Sons, 307 Walnut Street.
 209.....Yarnall, Ellis & Son, 105 South Front Street.

HONORARY MEMBERS.

General W. F. Raynolds, United States Engineer Corps.
 Colonel J. N. Macomb, United States Engineer Corps.
 Lieutenant-Colonel William Ludlow, United States Engineer Corps.
 Lieutenant-Colonel Henry M. Robert, United States Engineer Corps.
 Major W. H. Heuer, United States Engineer Corps.
 Captain Geo. B. White, United States Navy.
 Commander Frederick Rodgers, United States Navy.
 Lieutenant W. H. H. Southerland, United States Navy.
 Lieutenant A. B. Wyckoff, United States Navy.
 Theo. F. Townsend, United States Signal Service.
 Lieutenant W. P. Conway, U. S. Navy.
 Charles Lawrence, Harbor Master, Port of Philadelphia.
 Capt. Spencer C. McCorkle, Assistant U. S. Coast and Geodetic
 Survey.

DELAWARE BREAKWATER

REPORTING AND TELEGRAPH STATION

—of—

The Philadelphia Maritime Exchange.

The attention of the commercial community is directed to the **Reporting and Telegraph Station** established on the Delaware Breakwater by The Philadelphia Maritime Exchange.

A **Boat Service** is maintained for the delivery of Letters, Telegrams, etc., addressed in care of the Exchange, either to Lewes, Delaware; Delaware Breakwater, Delaware; to vessels *in harbor* or *to arrive*, at the following rates:

If Anchored in Harbor to Eastward of Ice Breaker	. \$1 00
“ “ Westward “ “	. 2 00
“ Outside Breakwater and Ice Breaker	. 3 00

Should the weather be such as to prevent the use of the “delivery boat,” messages will be signaled by means of the International Code, and put on board the vessel as soon as the weather permits.

The Station is

Open Day and Night,

and *masters of vessels* will always find on file the Daily Newspapers, Shipping Records, Port Charges, Hydrographic Notices, and the latest Weather Bulletins. The *Cautionary Signals* of the United States Signal Service are displayed from the Station.

Special telegrams, announcing the arrival or the passing in or out of any particular vessel, will be sent from the Breakwater Station to any person desiring the same, upon application to the Secretary of the Exchange in Philadelphia; the charge for such service being **One Dollar**, exclusive of telegraph tolls.